

PUCO EXHIBIT FILING

47

Date of Hearing: January 8, 2013

Case No. _____ In the Matter of the :
 Application of American :
 Transmission Systems, :
 Incorporated, for a :
 PUCO Case Caption: Certificate to Construct : Case No. 11-4884-EL-BTX
 the East :
 Springfield-London-Tangy :
 138 Kilovolt Transmission :
 Line. :
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 In the Matter of the :
 Application of American :
 Transmission Systems, :
 Incorporated, for a :
 Certificate to Expand the : Case No. 11-4885-EL-BSB
 London Substation to :
 Include a Transmission :
 Switch. :

List of exhibits being filed:

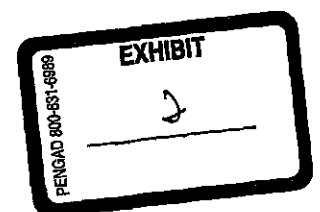
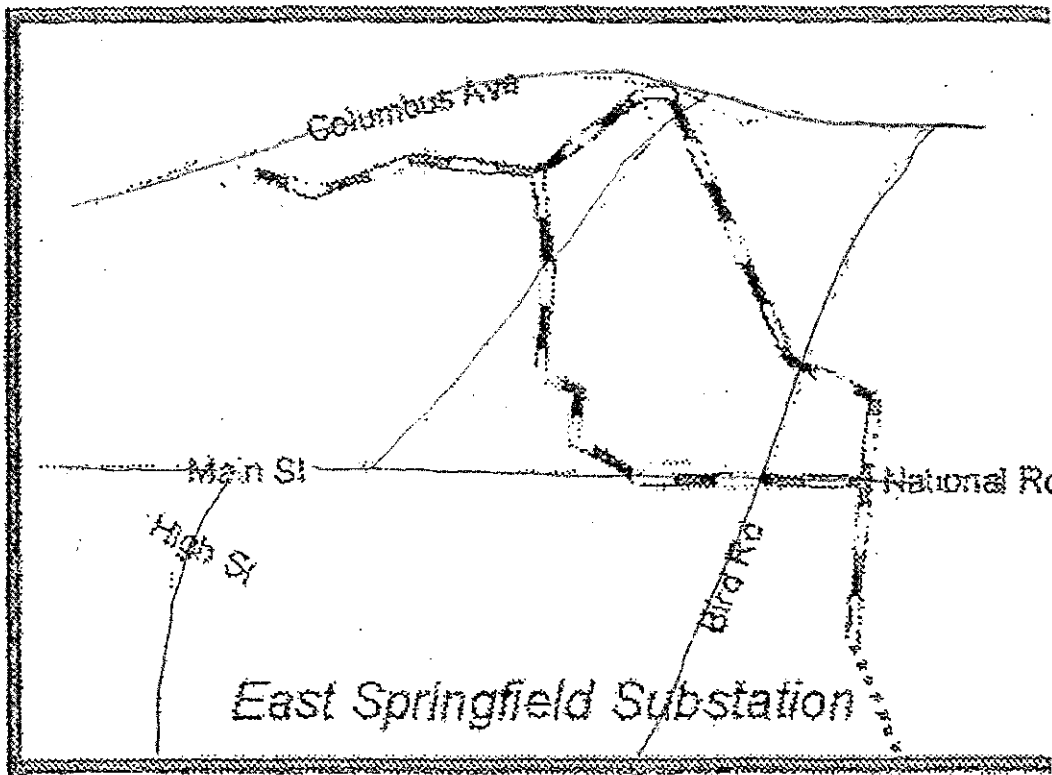
Exhibit

- 1 Color-Coded Map
- 2 Preferred and Alternate Maps
- 3 Resolution Adopted by the City
of Springfield
- 4 List of Witnesses

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Reporter's Signature: Karen Sue GibsonDate Submitted: 1/14/13





CHAPTER 1142
EECPOD Eastern Edge Corridor Plan Overlay District

1142.01 Purpose and application.
1142.02 Definitions.

1142.03 General Requirements.
1142.04 Tables and Graphics.

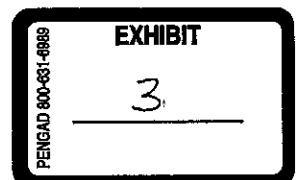
1142.01 PURPOSE AND APPLICATION.

(a) This chapter is intended to implement the Eastern Edge Corridor Plan for East National Road adopted by the Springfield City Commission in Resolution 143-08. The Eastern Edge Corridor Plan creates a cohesive and interjurisdictional comprehensive land use plan for the East National Road Corridor that aims to grow contextually and geographically advantageous development, respect the history and character of the area, provide best management for transportation safety and demand by maintaining independent, through interlocking development segments from the corridor's urban core to the rural edge. The Eastern Edge Corridor Plan recommends a uniform development standard approach to land use and zoning regulation. Land uses are guided by a future land use map and physical site and building layout is determined by transect-based zoning standards. The Plan requires that all new large-scale developments along the Eastern Edge Corridor be zoned and planned as planned developments. Small-scale developments in the Corridor Plan area may be developed according to the standardized zoning.

(b) This chapter includes both required and recommended development standards. All required zoning regulations shall be complied with. Landowners are specifically encouraged to comply with recommended district uses, design standards, and economic development objectives. Provisions of this are activated by "shall" when required; "should" when recommended; and "may" when optional. Section 1142.02 contains regulatory language that is integral to this Code. Those terms not defined in section 1142.02 shall be accorded their commonly accepted meanings. Where in conflict, numerical metrics shall take precedence over graphic metrics.

(c) The policy objectives intended to be achieved by the imposition of the Eastern Edge Overlay District are to:

- (1) Provide a tool to encourage and restrict development in a manner that is consistent with Future Land Use, Corridor Plan Goals, and infrastructure capacity



- (2) Be general enough to allow some flexibility, but strong enough to influence development patterns
- (3) Maintain independent, interdependent, interlocking development segments from the corridor's urban core to the rural edge
- (4) Consider all affected jurisdictions' needs and visions
- (5) Guide and encourage contextually and geographically advantageous new development by creating intended growth sectors and providing guidance for development in each sector
- (6) Encourage and support successful development types in districts with business expansion and retention
- (7) Respect the areas' historic and natural character
- (8) Provide best management for transportation safety and demand
- (9) Develop incentives for the reuse or redevelopment of properties
- (10) Conform physical design proposals to community goals and social and economic policies

(d) **GEOGRAPHIC SCOPE:** The Geographic Scope of this Chapter is the East National Road Corridor from Spring Street in Springfield to Titus Road in Springfield Township. This Overlay divides the East National Road Corridor into four unique transect zones as outlined in Table 1: Transect Zone Geographic Description.

(e) This chapter is intended to further and protect the public health, safety, moral, convenience, comfort, prosperity, and general welfare of the Springfield community. This chapter is further intended to enhance and protect property values in downtown Springfield and prevent impairment and destruction of property values.

1142.02 DEFINITIONS.

For the purposes of this chapter the following definitions are applied herein.

- (a) (1) **Avenue (AV):** a thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.
- (b) (1) **Bicycle Lane (BL):** a dedicated lane for cycling within a moderate-speed vehicular thoroughfare, demarcated by striping.
- (2) **Bicycle Route (BR):** a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.
- (3) **Bicycle Trail (BT):** a bicycle way running independently of a vehicular thoroughfare.
- (4) **Bioswale:** an extended rain garden that may run the length of the block.
- (5) **Block Face:** the aggregate of all the building façades on one side of a block.
- (6) **Boulevard (BV):** a thoroughfare designed for high vehicular capacity and moderate speed, traversing an urbanized area. Boulevards are usually equipped with slip roads buffering sidewalks and buildings.
- (7) **Buffer:** Areas between parcels, lots, or different zoning districts set aside to mitigate visual, light or noise nuisances. May be an earthen berm or any natural material like trees or shrubs or otherwise mandated by this document or the various jurisdictions.

- (8) **Building Line:** A line defining the minimum front, side, and rear yard requirement.
- (9) **Bus Rapid Transit:** A rubber tire system with its own right-of-way or dedicated lane along at least 70% of its route providing transit service that is faster than a regular bus.
- (c) (1) **Civic:** The term defining not-for-profit organizations dedicated to art, culture, education, recreation, Government, transit, or municipal parking.
- (2) **Civic Building:** A building operated by not-for-profit organizations dedicated to art, culture, education, recreation, government, transit, or municipal parking.
- (3) **Civic Parking Reserve:** Parking structure or parking lot within a quarter-mile of the site that it serves.
- (4) **Civic Space:** An outdoor area dedicated for public use.
- (5) **Civic Zone:** Designation for public sites dedicated for civic buildings and civic space.
- (6) **Common Yard:** A planted private frontage wherein the façade is set back from the frontage line. It is visually continuous with adjacent yards.
- (7) **Configuration:** The form of a building based on its massing, private frontage, and height.
- (8) **Corridor:** A lineal geographic system incorporating transportation and/or greenway trajectories.
- (9) **Covenant:** A legally binding written promise or pledge.
- (10) **Cross Access:** A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.
- (d) (1) **Deed Restriction:** A legal restriction on the use of land contained in the deed to the property.
- (2) **Density:** The number of dwelling units within a standard measure of land area.
- (3) **Density, Gross:** The number of dwelling units per acre of the total land to be developed, including public ways and open space.
- (4) **Density, Net:** The number of dwelling units per acre of land when the acreage involved includes only the land devoted to residential uses.
- (5) **Development Standards:** Standards controlling the size of structures and the relationships of structures and uses to each other and to open spaces and lot lines. Development standards include but are not limited to regulations controlling maximum height, minimum lot area, minimum lot frontage, minimum size of yards and setbacks, maximum lot coverage, and maximum density.
- (6) **Disposition:** The placement of a building on its lot.
- (e) (1) **Earth Berm:** A low, usually linear mound of earth covered with grass or other landscape materials used to define, screen, protect, and/or enhance the appearance of a particular space or area of land.
- (2) **Effective Parking:** The amount of parking required for Mixed Use after adjustment by the shared parking factor.
- (3) **Elevation:** An exterior wall of a building not along a frontage line.

- (f) (1) **Final Plan:** A completed and full set of plans, drawings, data, and any and all other materials needed to evaluate and review a subdivision's conformance with local subdivision regulations and which follow the approved preliminary plan as well as conformance with other applicable regulations.
- (2) **Frontage Road:** A public or private drive, which generally parallels a public street between the right-of-way and the front setback line. The frontage road provides access to private properties while separating them from the arterial street (see also Service Roads).
- (g) (1) **Green:** A civic space type for unstructured recreation spatially defined by landscaping rather than building frontages.
- (2) **Green Roof:** A roof partially or completely covered with vegetation and soil, or a growing medium planted over a waterproofing membrane. (Syn: eco-roof, living roof).
- (3) **Greenway:** An open space corridor in largely natural conditions, which may include trails for bicycles and pedestrians.
- (h) (1) **Highway:** A rural and suburban thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural transect zones (T-1, T-2, and T-3).
- (2) **Highway, Limited Access:** A public freeway or expressway designed for through traffic and to which abutting properties have no legal right to direct access.
- (3) **Homeowner's Association:** A private association, partnership, LLC, or any legal entity of homeowners established by a developer with local government approval, whose purpose it is to own, operate, and maintain various common properties, including but not limited to open space, private streets, and recreation facilities.
- (i) (1) **Infill:** New development on land that had been previously developed.
- (j) (1) **Joint Access (or Shared Access):** A driveway connecting two or more contiguous sites to the public street system.
- (l) (1) **Landscaping:** Landscaping shall consist of any of the following or combination thereof: materials such as but not limited to grass, hardy ground covers, shrubs, vines, hedges, and trees; and non-living durable material commonly utilized in landscaping, such as but not limited to rocks, pebbles, sand, walls, and fences, but not including paving as a principal design element.
- (2) **Large-scale development:** A development composed of more than 10 acres of gross project site plan land area.
- (3) **Layer:** A range of depth of a lot within which certain elements are permitted.
- (4) **Lot cluster:** Any single lot or a group of adjacent lots having a single uninterrupted project site plan perimeter boundary enclosing all of the lots.
- (5) **Lot Coverage:** A measure of intensity of land use that represents the portion of a site that is impervious (i.e., does not absorb water). This portion includes but is not limited to all areas covered by buildings, parking structures, driveways, roads, sidewalks, and any paved areas.

- (m) (1) **Main Civic Space:** The primary outdoor gathering place for a community. The Main Civic Space is often, but not always associated with an important civic building.
- (2) **Mixed Use:** Multiple functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a specified proximity.
- (3) **Multi Modal Transportation:** Transportation, which includes at least two modes of transport, such as shipping by rail and by sea.
- (n) (1) **Net Acreage (Aka Net Lot Area):** Net acreage is contiguous lot area which does not include: area in the existing or proposed public or private right-of-way, any area unacceptable for septic system installation, any area within a retention/detention basin, any area contained within a permanent body of water, or any area within an existing or proposed easement except those easement areas parallel and within ten (10) feet of the lot lines.
- (p) (1) **Park:** A civic space type that is a natural preserve available for unstructured recreation.
- (2) **Pedestrian-orientated space or feature:** An area adjacent to a connecting building or walkway developed to provide continuous safety, interest, and comfort for people walking or sitting. This may include site design features such as a bench, light pole, trash can, and/or landscape areas on one or both sides.
- (3) **Pedestrian walkway:** Clearly defined, visible and/or identifiable pedestrian connections provided between parking lots, street sidewalks, open spaces, community facilities and buildings.
Pedestrian walkways shall be:
 - a. Clearly defined, visible and identifiable
 - b. Minimum width of a hard surfaced walkway shall be at least five feet.
- (4) **Preliminary Plan:** A Preliminary Master Development Plan as defined in Chapter 1140.
- (5) **Planned Development (PD):** An area zoned under Chapter 1140.
- (6) **Planter:** The element of the public frontage, which accommodates street trees or other plants whether continuous or individual.
- (7) **Plaza:** A civic space paved and spatially defined by building frontages.
- (8) **Project site plan:** A plan showing uses and structures proposed for a parcel of land.
- (9) **Project site plan land area:** Any quantity of land capable of being described with such definiteness that its location and boundaries may be established and which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit.
- (r) (1) **Rain Garden:** Sunken garden using native or a combination of plants.
- (2) **Record Plan:** A drawing or set of drawings of an approved final subdivision prepared for appropriate signatures and recording in the County Recorder's office and for distribution to applicable agencies.
- (3) **Rear Alley (RA):** A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and/or containing utility easements.

Rear alleys are paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges.

- (4) **Rear Lane (RL):** A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and/or containing utility easements. Rear lanes are paved lightly to driveway standards and have a streetscape which consists of gravel or landscaped edges, has no raised curb, and is drained by percolation.
- (5) **Road (RD):** A local, rural and suburban thoroughfare of low-to-moderate vehicular speed and capacity.
This type is allocated to the more rural Transect Zones (T1-T3).
- (s) (1) **Scenic:** An area presenting a view of natural and man-made elements of the visual environment with the characteristics of offering strikingly distinct and a pleasing and memorable visual experience.
- (2) **Service Road:** A public or private street or road, auxiliary to a main thoroughfare that maintains local road continuity and provides access to parcels adjacent to the limited access highway.
- (3) **Shared Parking Factor:** An accounting for parking spaces that are available to more than one function.
- (4) **Small-scale development:** A development composed of 10 acres or less of gross project site plan land area.
- (5) **Square:** A civic space designed for unstructured recreation and civic purposes spatially defined by building frontages and consisting of pedestrian walkways, lawns and trees.
- (6) **Story:** A habitable level within a building, excluding an attic or raised basement.
- (7) **Streetscape:** The appearance or view of a street.
- (8) **Street screen:** A freestanding wall or organic screen built along the frontage line, or coplanar with the façade.
- (t) (1) **T-Zone:** Transect Zone.
- (2) **Thoroughfare:** A way consisting of vehicular lanes for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.
- (3) **Traffic Calming:** The combination of physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.
- (4) **Transect:** An area containing a range of different development types. Transects define the physical form and character of a place, according to the density and intensity of its land use and urbanism.
- (v) (1) **Vernacular:** Architecture that draws more on traditional forms and functionalism, rather than on design principles or ornamentation of high-style architecture. Vernacular style features are defined in this Chapter as follows (see terminology graphics 8 through 11) :
 - A. **RICHARDSONIAN ROMANESQUE:** A building of Romanesque style is a masonry structure, typically with rough-cut stonework.
 - i. Distinguishing characteristics include:
 - a. Required

1. Polychromatic (exhibit a variety of colors) through the use of contrasting colors of stone
2. Rough-cut stone or brick walls
- b. Recommended
 1. Hipped Roof
 2. Roof with cross gables
 3. Tower - rounded with cone-shaped roofs
 4. Wide rounded arches - low, broad "Roman" arches over arcades and doorways
 5. Recessed windows - patterned masonry arches over windows
 6. Columns and pilasters with spirals and leaf designs
 7. Stone banding
- B. TUDOR REVIVAL: A building of Tudor Revival style is easily identified by its characteristic half-timbering, a decorative treatment that appears to expose structural elements.
 - i. Distinguishing characteristics include:
 - a. Required
 1. Half-timbering - the spaces between the timbers are nogged (filled in) with stone or brick and usually stuccoed, but sometimes left exposed
 2. Exterior must be a combination of brick, rubble stone, and half-timbering
 - b. Recommended
 1. Steeply pitched roofs with intersecting gables
 2. Dormer windows
 3. Roof with cross gables
 4. Casement windows (hinged at the sides to open outward)
 5. Double hung windows are multi-paned
 6. Slate or terra cotta tile roofs
 7. Massive, decorative brick chimneys
- C. NEOCLASSICAL REVIVAL: Neoclassical Revival style is a bold, monumental style that relies on classical design elements.
 - i. Distinguishing characteristics include:
 - a. Required
 1. Use of columns, pilasters, pediments and cornices
 2. Constructed of all masonry
 - b. Recommended
 1. Cornice with dentils
 2. A pediment
 3. A portico with colossal Corinthian topped columns
 4. Palladian-style windows
 5. Keystones at the top of the arches
 6. Balustrade on the roof
 7. Brackets and fanlight over the main front door
- D. RENAISSANCE REVIVAL:
 - i. Distinguishing characteristics include:

- a. Required
 - 1. Smooth stone cube-like fronts
 - 2. Doors are centrally located and symmetry predominates
 - 3. Constructed of all masonry
- b. Recommended
 - 1. Low-pitched hip roofs are sometimes accented with balustrades (railings) above full entablatures (decorative horizontal bands) at the roofline
 - 2. Carved stone window trim often varies in design from floor to floor
 - 3. Quoins (vertical rows of brick or stone defining the corners of buildings) and horizontal banding between floors
 - 4. Arched openings supported by columns
 - 5. Full entablatures between floors
 - 6. Balconies
 - 7. First floors of rusticated stone (stone with beveled edges, causing joints between stones to be deeply recessed)

1142.03 GENERAL REQUIREMENTS.

(a) Overall Corridor

(1) Land Use Regulations

- A. Purpose and Intent: The following future land uses are established to encourage and restrict development in a manner that is consistent with long term development goals. The land use districts are to encourage compatible development that should produce infill and redevelopment in urban areas and retain natural infrastructure and visual character in rural areas.
- B. Uses in large-scale developments should conform to the property's designated future land use as set forth in this chapter.
- C. Uses in small-scale developments shall comply with the uses specified in the zoning district in which they are located and should conform to the property's designated future land use as set forth in this chapter.
- D. Overall corridor requirements are applicable to all transects.

(2) Land Use Districts

- A. (AOS) Agriculture and Open Space: The Agriculture and Open Space District shall consist of open space that is best suited for agricultural uses or is not suitable for development.
- B. (MUCE) Mixed Use Conservation Edge District: This district is designated for a mix of small-scale commercial development, residential development, and open space. The district is intended to provide a development pattern that will be a transitional area from commercial to agricultural and rural residential areas. The mix of uses should include 30% contiguous open space, 30% residential, and 40% small-scale commercial. New large scale planned developments in this district shall conform to table 2, in addition to tables 3-12. New developments shall incorporate stucco, stone, and brick exterior materials and should have

architectural characteristics consistent with and complimentary to historic regional commercial and office development. Each development shall employ required vernacular characteristics and a minimum of two recommended characteristics for a single vernacular style type, per section 1142.02 (v)(1) of the definitions. New development shall provide a buffer from adjoining residential development.

- C. (MURD) Mixed Use Research and Development: This district provides for a mix of research, product development, light production and assembly, education, hotel/conference center, subordinate small-scale commercial, and open space uses. The district is intended to provide an employment center development pattern that will be a transitional area from commercial to agricultural and rural residential areas. The mix of uses should include 40% contiguous open space and 60% developable project area. Contiguous open space shall extend along the entire frontage of US-40. New development shall provide a buffer from adjoining residential development. New large scale planned developments in this district shall conform to Table 2, in addition to Tables 3-12.
- D. (HRRC) Highway Rural Retail Conservation Edge: This district provides for a mix of highway oriented commercial, general retail, and open space. Contiguous open space shall extend along the entire frontage of US-40. The mix of uses should include 30% contiguous open space and 70% highway oriented commercial and general retail. New development shall provide a buffer from adjoining residential and agricultural development. New large scale planned developments in this district shall conform to Table 2, in addition to Tables 3-12.
- E. (CTC) Commercial Town Center District: This district provides for consumer commercial and shall provide a buffer from adjoining residential development. Developments shall be pedestrian-oriented cluster developments with buildings extending along the entire frontage of US-40 and rear-yard parking hidden from the corridor view. New developments shall have architectural characteristics consistent with and complimentary to historic regional commercial and office development that incorporates stucco, stone, and brick exterior materials. Each development shall employ required vernacular characteristics and a minimum of two recommended characteristics for a single vernacular style type, per section (v) (1) of the definitions. New large scale planned developments in this district shall conform to Table 2, in addition to Tables 3-12.
- F. (MUCD) Mixed Use Center District: This district provides a transition between consumer-oriented commercial development and residential development. This district provides for small-scale low-traffic commercial, professional office, and residential uses. Users are encouraged to adaptively reuse existing structures, although some new development may be permitted. New developments will follow a dense, infill development pattern. Sites are served by limited rear-yarded

parking and accessed by rear yard shared drives with adjoining properties. New large scale planned developments in this district shall conform to Table 2, in addition to Tables 3-12.

- G. (UCC) Urban Commercial Center District: This district provides for traditional small-scale consumer-oriented commercial development. New developments should follow a dense, infill development pattern. Sites are served limited rear-yard parking and accessed by rear yard shared drives with adjoining properties. New large scale planned developments in this district shall conform to Table 2, in addition to Tables 3-12.
- H. (MSMC) Main Street Mixed Core District: This district provides for a mix of small and medium-scale commercial, recreational/entertainment, office, and residential uses. Primarily, development should be consistent with historic use, building type, and exterior of the architecture, character, and cultural heritage of the district from the historic period of 1880 to 1950. Secondly, if the proposed new development is not consistent with historic use of the historic period of 1880 to 1950, the building type and exterior of the development should be consistent with the architecture, character, and cultural heritage of the district from the historic period of 1880 to 1950. Each development shall employ required vernacular characteristics and a minimum of two recommended characteristics for a single vernacular style type, per section 1142.02 (v)(1) of the definitions. New development shall provide a buffer from adjoining residential development. High-density infill development is preferred in this district with limited parking to be located in the rear and accessed from rear yards. Pedestrian-oriented access is preferred and shared parking should be arranged where possible. New large scale planned developments in this district shall conform to Table 2, in addition to Tables 3-12.
- I. (PAMC) Premier Auto Market Core District: This district provides for high-intensity and high-density automobile-oriented developments. Developments should maintain a showcase exterior and be consistent with similar surrounding automobile oriented uses in height and design. New large scale planned developments in this district shall conform to Table 2, in addition to Tables 3-12.
- J. Residential Low Density: This district is to provide for single-family residential development. The recommended density is 1- 0.2 units to the acre.
- K. Residential Medium Low Density: This district provides for single-family residential development consistent with the single-family residential character of low-density residential development in the county and township. The recommended density is 1 – 2 units to the acre. New large scale planned developments in this district shall conform to Table 2, in addition to Tables 3-12.
- L. Residential Medium High Density: This district provides for the development of small lot single-family dwellings. The recommended

density is 2 – 8 units to the acre. New large scale planned developments in this district shall conform to Table 2, in addition to Tables 3-12.

- M. Residential High Density: The purpose of this district is to provide for the development of multi-family uses. The recommended density is 8 up to a maximum 44 units to the acre. New large scale planned developments in this district shall conform to Table 2, in addition to Tables 3-12.

(3) Large-scale Development Standards

A. Planned Development Process

i. All new large-scale developments in the Eastern Edge Corridor District shall be zoned and planned as a planned development according to Chapter 1140 of the Codified Ordinances.

ii. All large-scale developments shall comply with Table 2: Land Use Land Density and Composition Standards, planned development requirements set forth in each transect, and with 1142.03 (a) (3) A. Each individual lot in large scale developments shall also comply with all relevant requirements set forth in the Overall Corridor Small-scale development standards subsection 1142.03 (a) (4) (A), and the transect specific Small-scale development standards 1142.03 (b) – (e).

iii. Planned Developments shall comply with all requirements of Chapter 1140, and also include a development plan that demonstrates compliance with Tables 1-12. The development plan shall consist of one or more maps and regulating documents showing the following for each in the plan area, in compliance with the standards described in this Code:

- a. Use Zones
- b. Civic Zones
- c. Thoroughfare Network
- d. Site Plan to include:
 - 1. building disposition
 - 2. building configuration
 - 3. building function
 - 4. parking location standards
 - 5. landscape standards
 - 6. signage standards
 - 7. drainage standards
 - 8. architectural standards
 - 9. lighting standards
 - 10. sound standards
 - 11. conveyance instrument of all cross access easements for joint use of parking or drive area (such easements shall be in effect when a reciprocal easement with the adjoining property owner is established)

B. Civic Zones

- i. All large scale developments shall have a minimum of one civic zone.
 - a. Civic zones shall comply with Tables 2, 3, 5 and 9.

- b. Civic zones dedicated for public use shall be required for each planned development and designated on the Planned Development.
 - c. Civic zones dedicated for public use shall be required for each small-scale development. Such civic zones shall include and comply with pedestrian-oriented space and feature requirements.
 - C. Thoroughfares
 - i. Thoroughfares shall conform to Tables 5, 6, and 7.
 - ii. For large-scale developments with multiple out lots along East National Road, access to these parcels shall be provided from a public or private internal roadway system.
- (4) Small-scale development standards
 - A. Small-scale development process
 - i. Small-scale developments in the corridor plan area shall be developed in compliance with the mandatory requirements of this chapter and the requirements of the underlying zoning district.
 - ii. Small –scale developments in the corridor plan area shall comply with all relevant requirements set forth in the Overall Corridor small-scale development standards 1142.03 (a) 4 A, and the transect specific Small-scale development standards 1142.03 (b) – (e).
 - iii. Building and project area site plans submitted under this code shall show the following, in compliance with the standards described in this code:
 - a. building disposition
 - b. building configuration
 - c. building function
 - d. parking location standards/pedestrian walkways
 - e. landscape and green space standards
 - f. signage standards
 - g. drainage standards
 - h. architectural standards
 - i. lighting standards
 - j. sound standards
 - k. civic zones/ pedestrian-oriented features
 - l. conveyance instrument of all cross access easements for joint use of parking or drive area (such easements shall be in effect when a reciprocal easement with the adjoining property owner is established)
 - iv. Small-scale development building and project area site plans showing the plan elements listed in 1142.03 (a)(4) shall be included in the plan submitted by the developer when seeking a building permit.
 - B. Civic Zones
 - i. Civic zones shall comply with Tables 2, 3, 5 and 9.

- ii. Civic zones dedicated for public use shall be required for each small-scale development. Such civic zones shall include and comply with pedestrian-oriented space and feature requirements.
- C. Lot Configuration:
 - i. The purpose and intent of lot configuration regulations is to create a lot dimension that fulfills the goals of this chapter's transect-based land use system and limited access roadway system. Lot and streets should effectively use land, protect land value, protect natural features, and safely organize traffic. Lots and streets in each district should be compatible and should have transitioning features from the urban areas to rural areas to retain natural infrastructure and visual character.
 - ii. Lots shall conform to Tables 3, 4, 5 and 10.
 - iii. Parcels shall be required to connect to adjoining properties to provide cross access for parking, drive ways to connect adjoining properties with public thoroughfares, and pedestrian walkways. Cross access shall be established with easements. Such easement shall be in effect when a reciprocal easement with the adjoining property owner is established.
- D. Building Configuration:
 - i. The purpose of building configuration standards is to enforce the physical and visual connection between businesses, streets, residents, and open spaces in order to create a vibrant and attractive business and streetscape environment in urban areas, and retain natural infrastructure and visual character in rural areas.
 - ii. Building site plans shall comply with Tables 3-12.
 - iii. Landscaping, building height, building location and orientation, massing, and architectural style should reflect district characteristics.
- E. Architectural:
 - i. The purpose of architectural standards is to preserve, promote and enhance the historic, archeological, cultural, scenic, natural and recreational characteristics that are the intrinsic qualities of the East National Road Corridor by supporting the goals of the East National Road Corridor Plan and the Ohio Historic National Road Corridor Management Plan.
 - ii. Architectural elevations shall comply with the transect specific standards in the chapter and all applicable standards in other chapters of the zoning code.
- F. Screening
 - i. The purpose of screening standards is to provide compatible screening of parking from streets and transition between residential neighborhoods and businesses.
 - ii. Screening shall comply with the transect specific standards in the chapter and all applicable standards in other chapters of the zoning code.
- G. Landscaping

- i. The purpose of landscape standards is to provide uniform standards for the development and maintenance of the landscaping of private property and public rights-of-way. The purpose of landscaping is to increase the compatibility between different intensities of land uses by providing visual barriers that minimize the impacts of noise, light and glare, interrupt the barren expanse of paved parking lots, contribute to the image and appeal of the community, and enhance property values.
 - ii. Landscaping, green space, and impervious surface coverage shall conform to Tables 3,5, and 9.
 - iii. Landscaping and tress shall comply with the transect specific standards in the chapter and all applicable standards in other chapters of the zoning code.
- H. Lighting
 - i. The purpose of lighting standards is to establish lighting compatible with the development as well as the surrounding area and streetscape, to promote pedestrian and vehicular safety, and to improve the aesthetic appearance of public and private streetlights.
 - ii. Lighting intensity shall conform to Table 12.
 - iii. Lighting type shall conform to Graphic 1
 - iv. Lighting shall comply with the transect specific standards in the chapter and all applicable standards in other chapters of the zoning code.
- I. Sound
 - i. The purpose of sound standards is to establish sound levels compatible with the development as well as the surrounding area.
 - ii. Sound intensity shall conform to Table 8.
- J. Signage
 - i. Signs shall comply with the transect specific standards in the chapter and all applicable standards in other chapters of the zoning code.
- K. Parking Location and Drive
 - i. The purpose of parking and drive standards is to minimize the impact of parking and drive facilities by treating them in a manner that does not dominate the main structures or pedestrian realm, maintain the viability of the businesses, maximize lot connectivity within a limited access roadway system, and promote public safety.
 - ii. Parcels shall be required to connect to adjoining properties to provide cross access for parking, drive ways to connect adjoining properties with public thoroughfares and pedestrian walkways. Cross access shall be established with easements. Such easement shall be in effect when a reciprocal easement with the adjoining property owner is established.
 - iii. Parking shall comply with Table 4, 5, and 6.
 - iv. Private and public drives shall comply with Tables 5-7.
 - v. Parking should be accessed by rear drives, alleys or streets.
 - vi. Shared parking shall be used wherever possible.

- vii. Facilities to accommodate mass transit should be utilized where mass transit is available to the site.
- viii. Structured parking shall be located in the rear yard and conform to development standards specified in the chapter.
- L. Natural Drainage
 - i. Trees should be planted below the grade of the sidewalk and the street in structural cells with sufficient root space. Trees shall comply with the city's approved tree List.
 - ii. Green walls, if provided, should be restricted native species.
 - iii. Native plant perennial landscapes should replace turf grass wherever possible and be highly diverse. These should be placed lower than walkways, not mounded up.
 - iv. Planter boxes should be bottomless, flow-through boxes with native plants, placed next to buildings and designed to capture building runoff. They may be placed in courtyards or adjacent sidewalks with runoff sent to them via French drains or hidden pipes.
- 5. Off Site Improvements
 - A. ROW Improvements: Public Frontages
 - i. Public frontages should conform to Tables 4, 5, 6, 7, 10 and 11.
 - ii. Within the public frontages, the prescribed types of planting and lighting should comply with the Chapter 1158 approved tree list and Tables 5, 10, 11, and 12. The spacing may be adjusted to accommodate specific site conditions.
 - iii. Right-of-Way width of 40 feet or less shall be exempt from the tree requirement in Chapter 1158.
 - B. Thoroughfare standards
 - i. Roadway standards should comply with Tables 5, 6, and 7.
 - ii. Thoroughfares should be designed in context with land use and the transect zones through which they pass.
 - iii. All thoroughfares should terminate at other thoroughfares, forming a network. Internal drives shall connect to those on adjacent sites at cross access easement connections in all cases in which it is possible or necessary for traffic and access management.
- (b) Urban Old Town: Transect 6
 - (1) Large-scale development standards
 - A. Civic Zones
 - i. Each planned development shall include a privately maintained pedestrian accessible green or urban civic space according to Tables 2, 3, 5, and 9.
 - ii. Civic spaces shall be designed as described in Tables 5 and 9.
 - (2) Small-scale development standards
 - A. Civic Zones
 - i. Civic spaces shall be designed as described in Tables 3, 5 and 9.
 - ii. Each small-scale development shall contain at least one pedestrian-orientated feature along its main street frontage, at a minimum one feature every 100 feet of frontage.

- B. Lot configuration
 - i. Lots shall be accessed from the rear yard whenever possible.
- C. Building Configuration
 - i. The placement of new buildings in urban settings should be consistent with existing structures in order to maintain the “building wall” that defines the road in these settings.
 - ii. Buildings shall be oriented to face public streets, open spaces or plazas. Buildings may not be located in the rear yard of lots, see Graphic 2: Prohibited rear yard building configuration, and Graphic 3: Required front yard building configuration.
 - iii. Solid, blank façades and service areas shall be oriented away from public streets.
 - iv. The principal entrance shall be on a frontage line.
 - v. Façades facing public streets or public spaces should have physical or visual connections with such streets or spaces by having a combination of prominent primary or secondary entrances, display windows, and transparent façades.
- D. Architectural
 - i. Each development shall employ required vernacular characteristics and a minimum of two recommended characteristics for a single vernacular style type, per section 1142.02 (v)(1) of the definitions.
 - ii. Building façades facing public streets shall incorporate a main entrance door on the street. Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.
 - iii. For commercial uses, at least sixty (60) percent of each building façade facing public streets shall be transparent window glass or open from a height of 3 feet from the ground to 9 feet from the ground.
 - iv. For all non-single family residential uses, at least thirty (30) percent of each building façade facing public streets shall be transparent window glass or open.
 - v. Building façades shall be a minimum of two (2) stories [twenty (20) feet] in height from the nearest street grade. If the building does not actually have at least two (2) stories, then it shall have appropriate architectural detail to appear to have a second story. This may be accomplished by extending the façade to a height of twenty (20) feet.
 - vi. Hard surfaced exterior wall materials are required for all nonresidential uses. This can include brick, parged block (at service areas, locations that might be used for wall murals), painted brick, stone or plaster/stucco.
 - vii. Materials used on exterior walls and roofs should not be more than 30% highly reflective glass, such as tempered or mirrored glass. Highly tinted glass or glass tinted in unnatural colors or with a highly reflective finish should be avoided.

- viii. Exterior materials may artificially simulate natural materials.
 - ix. Prohibited exterior materials on visible elevations for all nonresidential uses include corrugated metal panels, siding, and wood used as a finish material. Visible elevations are those elevations visual from a public street or parking area.
 - x. Canopies, awnings, roof and floor overhangs, and colonnades are encouraged as protection to pedestrians.
 - xi. Rooftops should include architectural rooflines, such as cornices or exterior molding.
 - xii. Residential uses should include outdoor balconies.
 - xiii. Outdoor seating is recommended for food service uses. Outdoor seating shall be of metal, natural stone, or brick material. If the outdoor seating is not firmly attached to the ground or to a building, the outdoor seating shall be constructed so as to be able to withstand a wind pressure of not less than 80 miles per hour without falling over or blowing away.
 - xiv. The height of new buildings should be compatible with existing adjacent structures. New buildings should have the same number of floors and be within 10% of the average height of adjacent buildings as viewed from the street.
 - xv. Rear entrances should be established from rear parking areas.
 - xvi. Fences visible from the street shall not be chain link or slatted chain link.
- E. Screening
- i. In locations where a rear yard fronts a street or is visible within 150 feet of a street, all parking shall be screened using urban screening. Urban screening shall consist of a natural stone or brick material and iron or similar material. Urban screening shall consist of a minimum of 10% opacity by including, at a minimum, one masonry post once every 10 feet (See Graphic 6: Urban Screening).
 - ii. Use of wall and fence materials such as chain link, vinyl, and concrete block is prohibited.
 - iii. All dumpsters, exterior storage areas, service yards, and ground mounted mechanical/electrical equipment shall be screened from view with evergreen, masonry, walls, or similar materials.
- F. Landscaping
- i. Trees shall not be required along the frontage.
 - ii. The front yard may be paved to match the pavement of the public frontage.
 - iii. Planter boxes and hanging plants are encouraged.
- G. Lighting
- i. Lighting shall serve to illuminate façades, accentuate entrances and signage, and provide an adequate level of personal security in parking areas.

- ii. All lighting used to illuminate parking areas and signage shall be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.
- iii. Exterior building lighting shall be required for new buildings, according to one light every 40 feet.
- iv. Exterior lighting and site furniture should be architecturally integrated with the building's style, material, and color.
- v. Down lighting shall be used along pedestrian walkways and along building façades facing the street. One light shall be placed every 40 feet along pedestrian walkways and building façades facing the street.

H. Signage

- i. There shall be no signage permitted additional to that specified in this section. Sign size and location shall comply with Chapter 1155.
- ii. The number of signs shall be limited to one building-mounted wall sign. In addition, one ground-mounted free standing or monument sign may be permitted if the building has an existing front yard with a minimum depth of 20 feet.
- iii. Signs in urban areas should compliment the building to which it is attached and be harmonious with the other signage in the district.
- vi. Signage shall be externally illuminated, except that signage appearing through shopfront glazing may be neon lit.
- v. Signs fitting the character of downtown should be used.
- vi. Projecting signs should be used.

I. Parking Location and Drive

- i. Parking shall be provided in the rear or side of the building. In locations where a rear or side yard fronts a street or is visible within 150 feet of a street, parking shall be screened using urban screening (see Graphic 6: Urban Screening). Urban screening shall consist of a natural stone or brick material and iron or similar material. Urban screening shall consist of a minimum of 10% opacity by including, at a minimum, one masonry post once every 10 feet.
- ii. When access to parking is required from the main street, no more than one access point shall be permitted. Shared access points for multiple property owners are strongly encouraged.
- iii. Parking shall be accessed by rear alleys or lanes when such are available.
- iv. Safe, lighted, and clearly identified pedestrian exits from all parking lots, garages, and parking structures shall be directly to a frontage line and to a building, see Graphic 5: Walkway connecting the sidewalk and parking lot with the building.
- v. Parking lots shall be lighted so that no parking space is more than 60 feet from a light pole.
- vi. A minimum of one bicycle rack place shall be provided within the public or private frontage for every ten vehicular parking spaces.

(C) Urban Commercial Corridor: Transect 5

- (1) Large-scale development standards
 - a. Civic zones:
 - i. Each planned development shall include a privately maintained green or urban civic space according to Tables 2, 3, 5 and 9 that is pedestrian accessible.
 - ii. Each pedestrian walkway shall contain at least one pedestrian-orientated feature every 100 feet.
- (2) Small-scale development standards
 - A. Civic Zones
 - i. Civic spaces shall be designed as described in Tables 3, 5 and 9.
 - ii. Each small-scale development shall contain at least one pedestrian-orientated feature along its pedestrian walkway. Each pedestrian walkway shall contain at least one pedestrian-orientated feature every 60 feet.
 - B. Lot configuration
 - i. Lots should be similar in dimension (length and width) to adjoining lots, according to Tables 5 and 11.
 - C. Building Configuration
 - i. Buildings shall be oriented to face public streets, open spaces or plazas. Buildings may not be located in the rear yard of lots, see Graphic 2: Prohibited rear yard building configuration, and Graphic 3: Required front yard building configuration.
 - ii. Solid, blank façades and service areas shall be oriented away from public streets.
 - iii. An entrance and window shall be oriented to face the public street.
 - iv. Façades facing public streets or public spaces shall have physical or visual connections with such streets or spaces by having a combination of primary or secondary entrances, display windows, or transparent façades.
 - D. Architectural
 - i. The exterior finish material on all non-residential façades shall be limited to brick, cementitious siding and/or stucco.
 - ii. Streetscreens should be constructed of a material matching the adjacent building or screening façade.
 - iii. Doors and windows that operate as sliders are prohibited along frontages.
 - E. Screening
 - i. Parking areas that front a road shall be screened with a minimum 4-foot high combination of hedge and masonry wall or stone element. Each stone element shall be a minimum of 3-feet high and no more than 4-feet high, and a minimum of 1-foot wide. Stone elements do not have a maximum width. Stone elements may assume a variety of structures – including boulders, pillars, columns, stone, or similar man-made or natural creations. Masonry walls and columns shall consist of a uniform brick or stone material. Artificial stone or brick screening materials may simulate natural materials. Screening shall

consist of a minimum of 100 percent opacity to the three-foot height (see Graphic 7: Stone and hedge screening).

- ii. If masonry wall or vernacular stone elements are included in streetscapes, screening shall include, at a minimum, one masonry column or stone element every a) 10 feet for lots less than 100 feet in frontage, b) 15 feet for lots with more than 100 feet but less than 200 feet in frontage, or c) 20 feet for lots with more than 200 feet in frontage.
- iii. Masonry wall or vernacular stone elements in streetscreens shall be constructed of a uniform material along all contiguous small-scale development street frontages.
- iv. Streetscreens should be constructed of a material complementary to the adjacent building façades.
- v. The use of wall and fence materials such as chain link, vinyl, and concrete block is prohibited.
- vi. All dumpsters, exterior storage areas, service yards, and groundmounted mechanical/electrical equipment shall be screened from view with evergreen plant material, simple wood fences, or masonry walls.

F. Lighting

- i. All lighting used to illuminate parking areas and signage shall be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.
- ii. Down lighting shall be used to reinforce pedestrian walkways and along building façades facing the street. One light shall be placed every 40 feet along pedestrian walkways and building façades facing the street.

G. Signage

- i. There shall be no signage permitted additional to that specified in this section. Sign size and location shall comply with Chapter 1155.
- ii. The number of signs shall be limited to one building-mounted wall sign along with one ground-mounted free standing or monument sign.
- iii. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source, except as provided in subsection (v) below.
- iv. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source.
- v. Internally illuminated sign cabinets are permitted if the cabinet is opaque with only the sign text illuminated.
- vi. Monument signs shall be composed of hard surfaced exterior materials. This can include brick, parged block (at service areas, locations that might be used for wall murals), painted brick, stone or plaster/stucco.

- vii. Signage shall be externally illuminated, except that signage appearing through the shopfront glazing may be neon lit and except as provided in subsection (v).
- H. Parking Location and Drive
 - i. Parking shall be provided in the side or rear of a building. In locations where a rear or side yard fronts a street or is visible within 150 feet of a street, parking in the rear or side yard shall be screened. Parking areas that front a road shall be screened with a minimum 4' high combination of hedge and/or masonry wall or stone element (see Graphic 7: Stone and hedge screening).
 - ii. The number of vehicular access points (or driveways) in commercial main street areas shall be minimized to avoid conflicts with other vehicles and with pedestrians along the urban street frontage.
 - iii. Access to parking areas from rear or side yards shall be provided. Adjoining parking lots shall connect by means of cross access easements, whenever possible.
 - iv. When access to parking is required from the main street, no more than one access point shall be permitted. Shared access points for multiple property owners are strongly encouraged.
 - v. Safe, lighted, and clearly identified pedestrian walkways from all parking lots, garages, and parking structures shall be provided directly to a frontage line and to a building (see Graphic 5: Walkway connecting the sidewalk and parking lot with the building).
 - vi. Parking lots shall be lighted so that no parking space is more than 60 feet from a light pole.
 - vii. A minimum of one bicycle rack place shall be provided within the public or private frontage for every 25 vehicular parking spaces.
- (d) Suburban Fringe: Transect 4
 - (1) Large-scale development standards
 - A. Civic Zones
 - i. Each planned development shall include a privately maintained pedestrian accessible green or urban civic space according to Tables 2, 3, 5 and 9.
 - ii. Each pedestrian walkway shall contain at least one pedestrian-orientated space every 100 feet.
 - (2) Small-scale development standards
 - A. Civic zone
 - i. Civic spaces shall be designed as described in Tables 3, 5 and 9.
 - ii. Each small-scale development shall contain at least one pedestrian-orientated feature along its pedestrian walkway. Each pedestrian walkway shall contain at least one pedestrian-orientated feature every 60 feet.
 - B. Lot configuration
 - i. Lots shall be clustered within the development such that smaller lots are clustered along East National Road and larger lots are placed the greatest distances from East National Road. Smaller out-lots shall be

placed along the road frontage to visually mitigate the large parking area to serve the retail center.

- ii. A landscaped setback shall be provided between the road and the out-lot buildings.
- iii. Smaller lots shall be clustered along East National Road and shall front public or private internal drives established by easement for the benefit of all property owners within the development and shall connect to cross access easements providing ingress and egress to abutting properties. Easements shall be provided for private internal drives.
- iv. All lots shall connect with a public or private internal drive network established by easement for the benefit of all property owners within the development and shall connect to cross access easements providing ingress and egress to abutting properties that also shall include pedestrian walks, and may include on public or private on street parking spaces. Documented easements shall be provided for private drives. Easements shall be provided for private internal drives.

C. Building Configuration

- i. Buildings shall be oriented to face public streets, civic spaces or plazas. Buildings may not be located in the rear yard of lots, see Graphic 2: Prohibited rear yard building configuration, and Graphic 3: Required front yard building configuration.
- ii. Façades facing public streets or civic spaces shall have physical or visual connection with such streets or spaces by having a combination of primary or secondary entrances, display windows, and transparent façades.
- iii. In large scale developments, smaller out-lot buildings shall be placed along the road frontage to visually mitigate the large parking area to serve the retail center. Lots sharing a lot line with East National Road shall treat the yard facing the frontage with East National Road as the front yard.
- iv. In large scale developments, buildings shall be clustered along East National Road and shall have ingress/egress on internal drives.
- v. In large scale developments, buildings shall be clustered within the development such that no more than 50% of a development's overall building square footage is developed in physical or structural contiguity.
- vi. In large scale and small scale developments, paved parking areas shall be clustered within the development such that no more than 33% of a development's overall parking square footage is developed in physical contiguity. Parking area clusters shall be separated by buildings, civic spaces with pedestrian features, or drives with on-street parking and pedestrian walkways on each side.
- vii. Safe, lighted, and clearly identified pedestrian walkways shall connect all buildings and all parking areas (see Graphic 2).

D. Architectural

- i. Vernacular building materials such as brick, stucco and stone shall be used in all new construction. New construction should reflect some of the basic detailing of adjacent original structures such as window and door sizes, cornice lines, and brick or stone patterning and accents. Each development shall employ required vernacular characteristics and a minimum of two recommended characteristics for a single vernacular style type, per section 1142.02 (v)(1) of the definitions.
 - ii. The exterior finish material on all non-residential façades shall be limited to brick, cementitious siding and/or stucco.
 - iii. Adjoining buildings and tenant spaces shall appear to be independent structures with the use of staggered building façades, varied exterior materials, and varied rooflines or cornices for each tenant space.
 - iv. Street screens should be constructed of a material matching the adjacent building façade.
 - v. Street screens shall have openings no larger than necessary to allow automobile and pedestrian access.
 - vi. Parking structures shall be in the rear yard.
- E. Screening
- i. Parking areas that front a road shall be screened with a minimum 4' high combination of hedge and masonry wall or stone element. Each stone element shall be a minimum of 3 feet high and no more than 4 feet high, and a minimum of 1 foot wide. Stone elements do not have a maximum width. Stone elements may assume a variety of structures – including boulders, pillars, columns, stone, or similar man-made or natural creations. Masonry walls and columns shall consist of a uniform brick or stone material. Artificial stone or brick screening materials may simulate natural materials. Screening shall consist of a minimum of 100% opacity to the three foot height (see Graphic 7: Stone and hedge screening).
 - ii. If masonry wall or vernacular stone elements are included in streetscapes, screening shall include, at a minimum, one masonry column or stone element every a) 10 feet for lots less than 100 feet in frontage, b) 15 feet for lots with more than 100 feet but less than 200 feet in frontage, or c) 20 feet for lots with more than 200 feet in frontage.
 - iii. Masonry wall or vernacular stone elements in streetscreens shall be constructed of a uniform material along all contiguous small-scale development street frontages.
 - iv. Streetscreens should be constructed of a material complementary to the adjacent building façades.
 - v. The use of wall and fence materials such as chain link, vinyl, and concrete block is prohibited.
 - vi. All dumpsters, exterior storage areas, service yards, and groundmounted mechanical/electrical equipment shall be screened

from view with evergreen plant material, simple wood fences, or masonry walls.

F. Lighting

- i. All lighting used to illuminate parking areas and signage shall be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.
- ii. Down lighting shall be used to reinforce pedestrian walkways and along building façades facing the street. One light shall be placed every 60 feet along pedestrian walkways and building façades facing the street.

G. Signage

- i. There shall be no signage permitted additional to that specified in this section. Sign size and location shall comply with Chapter 1155.
- ii. The number of signs shall be limited to one building-mounted wall sign for each business and one ground-mounted monument sign for each building.
- iii. In addition, one overall development monument sign may be permitted for each planned development.
- iv. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source.
- v. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source, except as provided in subsection (v).
- vi. Internally illuminated sign cabinets are permitted if the cabinet is opaque with only the sign text illuminated.
- vii. Monument signs shall be composed of hard surfaced exterior materials for all uses. This can include brick, parged block, painted brick, stone, or plaster/stucco.
- viii. Signage shall be externally illuminated, except that signage appearing through the shopfront glazing may be neon lit and except as provided in subsection (v).

H. Parking Location and Drive

- i. In large and small scale developments, parking areas shall be clustered within the development such that no more than 33% of a development's overall parking square footage is developed in physical contiguity. Parking area clusters shall be separated by buildings, civic spaces with pedestrian features, or drives with on-street parking and pedestrian walkways on each side.
- ii. Parking shall be provided in the side or rear of a building. In locations where a rear or side yard fronts a street or is visible within 150 feet of a street, parking in the rear or side yard shall be screened. Parking areas that front a road shall be screened with a minimum 4' high combination of hedge and/or masonry wall or stone element (see Graphic 7: Stone and hedge screening).
- iii. Parking areas shall be provided in rear or side yards. All rear and side yard adjoining parking lots shall connect.

- iv. Safe, lighted, and clearly identified pedestrian walkways from all parking lots, garages, and parking structures shall be provided directly to each building, (see Graphic 5: Walkway connecting the sidewalk and parking lot with the building).
- v. When access to parking is required from the main street, no more than one access point shall be permitted. Shared access points for multiple property owners are strongly encouraged.
- vi. For large developments with multiple out lots along East National Road, access to these parcels shall be provided from an internal roadway system.
- vii. When access is provided from an internal roadway system, stacking distances for traffic entering and exiting large developments shall be provided in order to minimize conflicts and backups onto the road.
- viii. Parking lots shall be lighted so that no parking space is more than 60 feet from a light pole.
- ix. A minimum of one bicycle rack place shall be provided within the development for every fifty vehicular parking spaces.
- x. All parking lots and parking structures shall be located at the rear or side yard.

(e) Rural Research Park: Transect 3

(1) Large-scale development standards

A. Civic Zones

- i. Each planned development shall include privately maintained pedestrian accessible green or urban civic space according to Tables 2, 3, and 5.
- ii. Each planned development shall assign at least 15% of its area to civic space.
- iii. Each planned development shall include pedestrian features in the civic space.

(2) Small-scale development standards

A. Civic zone

- i. Civic spaces shall be designed as described in Tables 3, 5 and 9.
- ii. Each small-scale development shall contain at least one pedestrian-orientated feature along its pedestrian walkways. Each pedestrian walkway shall contain at least one pedestrian-orientated feature every 60 feet.

B. Lot configuration

- i. In large-scale developments, lots shall be clustered within the development such that the largest lots are clustered along East National Road and smaller lots are placed the greatest distances from East National Road. Larger out-lots shall be placed along the road frontage to visually mitigate the density and intensity of smaller lots in the development.
- ii. Lot entrances shall be immediately evidenced from streets.
- iii. Second entrances should directly access parking.

- iv. Larger lots shall be clustered along East National Road and shall have ingress and egress for internal drives.
 - v. All lots shall connect with a public or private internal drive network established by easement for the benefit of all property owners within the development and shall connect to cross access easements providing ingress and egress to abutting properties that also shall include pedestrian walks, and may include on public or private on street parking spaces. Documented easements shall be provided for private drives. Easements shall be provided for private internal drives.
- C. Building Configuration
- i. One principal building at the frontage, and one outbuilding to the rear of the building may be built on each lot.
 - ii. New structures shall be oriented so that the front door of the structure is not visible from East National Road.
 - iii. Larger out-lot buildings shall be placed along the road frontage and provide a green setback between the road and the out-lot buildings.
 - iv. Safe, lighted, and clearly identified pedestrian walkways shall connect all buildings and all parking areas (see Graphic 2).
- D. Architectural
- i. The exterior finish material is limited to brick, stone, cementitious siding and/or stucco.
 - ii. Windows above the first story shall not exceed 50% of the total building wall area with each floor of every story's façade being calculated independently.
- E. Screening
- i. Parking areas that front a road shall be screened with a minimum 4' high combination of hedge and masonry wall or stone element. Each stone element shall be a minimum of 3 feet high and no more than 4 feet high, and a minimum of 1 foot wide. Stone elements do not have a maximum width. Stone elements may assume a variety of structures – including boulders, pillars, columns, stone, or similar man-made or natural creations. Masonry walls and columns shall consist of a uniform brick or stone material. Artificial stone or brick screening materials may simulate natural materials. Screening shall consist of a minimum of 100% opacity to the three foot height (see Graphic 7: Stone and hedge screening).
 - ii. If masonry wall or vernacular stone elements are included in streetscapes, screening shall include at a minimum, one masonry column or stone element every (a) 10 feet for lots less than 100 feet in frontage, (b) 20 feet for lots with more than 100 feet but less than 200 feet in frontage, or (c) 30 feet for lots with more than 200 feet in frontage.
 - iii. Masonry wall or vernacular stone elements in streetscreens shall be constructed of a uniform material along all contiguous small-scale development street frontages.

- iv. Streetscreens should be constructed of a material complementary to the adjacent building façades.
 - v. The use of wall and fence materials such as chain link, vinyl, and concrete block is prohibited.
 - vi. All dumpsters, exterior storage areas, service yards, and groundmounted mechanical/electrical equipment shall be screened from view with evergreen plant material, simple wood fences, or masonry walls.
- F. Landscaping
- i. The front yard shall not be paved, with the exception of driveways.
 - ii. Native prairie grass should be used in all open spaces.
 - iii. Trees shall be of multiple species.
 - iv. Trees may be naturalistically clustered.
- G. Lighting
- i. Safe, lighted, and clearly identified pedestrian walkways shall connect all buildings and all parking areas.
 - ii. Underground electric service is recommended for all site lighting.
 - iii. All lighting used to illuminate parking areas and signage shall be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.
- H. Signage
- i. There shall be no signage permitted additional to that specified in this section. Sign size and location shall comply with Chapter 1155.
 - ii. The number of signs shall be limited to one building-mounted wall sign for each business, and one ground-mounted monument sign for each building.
 - iii. In addition, one overall development monument sign may be permitted for each planned development.
 - iv. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source.
 - v. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source.
 - vi. Internally illuminated sign cabinets may be appropriate, if the cabinet is opaque with only the sign text illuminated.
 - vii. Monument signs shall be composed of hard surfaced exterior materials for all uses. This can include brick, parged block, painted brick, stone, or plaster/stucco.
 - viii. Directional signs shall be setback 100 feet from the right of way.
- I. Parking Location and Drive
- i. Whenever possible, parking shall be in the rear or side lot of a building.
 - ii. Parking shall be provided in the side or rear of a building. In locations where a rear or side yard fronts a street or is visible within 150 feet of a street, parking in the rear or side yard shall be screened. Parking areas that front a road shall be screened with a minimum 4' high combination of hedge and/or masonry wall or stone element.

- iii. Safe, lighted, and clearly identified pedestrian walkways shall connect all buildings and all parking areas (see Graphic 2).

1142.04 TABLES AND GRAPHICS.

Table 1: Transect Zone Geographic Description		
Geographic segment of East National Road Corridor Study Area	Segment Title	Transect zone
Spring St. to Greenmount St.	Urban Old Town	Transect 6 (T6)
Greenmount St. to Burnett Rd.	Urban Commercial Corridor	Transect 5 (T5)
Burnett Rd. to Bird Rd.	Suburban Fringe	Transect 4 (T4)
Bird Rd. to Titus Rd.	Rural Research Park	Transect 3 (T3)

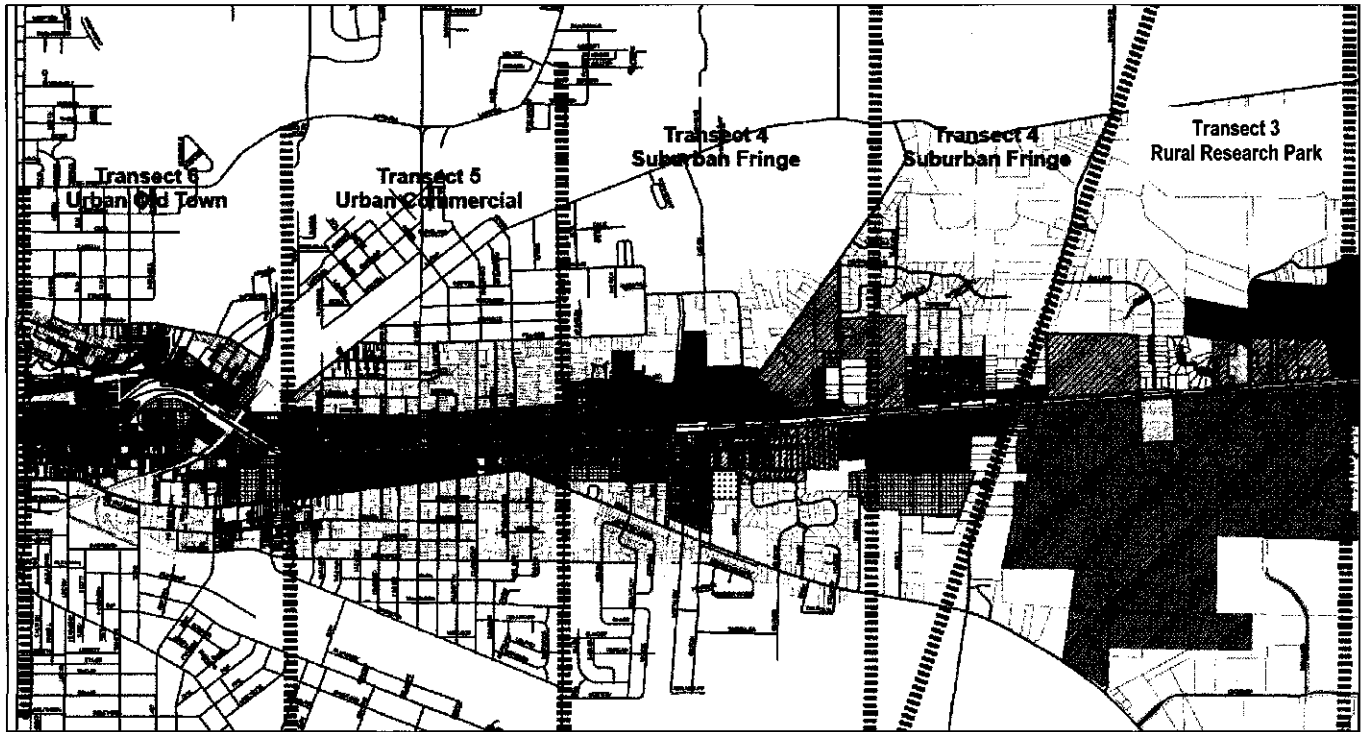


Table 2: Land Use Large Scale Planned Development Density and Composition Standards:
All percentages are gross areas as a percentage of gross development plan land area, to be measured in square feet.

Land Use District	Maximum Gross Office Floor Area	Maximum Gross R&D Floor Area	Maximum Gross Commercial Floor Area	Maximum Gross Residential Floor Area	Maximum Gross Parking and Drive Area	Expected Gross Right of Way Area	Minimum Gross Civic Open Space Area
Main Street Mixed Core	25%	0%	25%	10%	20%	10%	10%
Premier Auto Market Core	10%	0%	10%	0%	60%	10%	10%
Urban Commercial Center	10%	0%	25%	0%	40%	10%	15%
Mixed Use Center	30%	0%	10%	10%	10%	20%	20%
Commercial Town Center	0%	0%	20%	0%	35%	20%	25%
Mixed-Use Conservation Edge	0%	0%	15%	30%	20%	20%	30%

Mixed Use R&D Commercial Edge	0%	10%	0%	0%	30%	20%	40%
Highway Rural Retail Edge	0%	0%	15%	0%	25%	20%	40%

Table 3: Land Use Small Scale Development Density Composition Standards:			
All percentages are gross areas as a percentage of gross project site plan area, to be measured in square feet.			
Land Use District	Maximum Gross Building Floor Area	Maximum Gross Parking and Drive Area	Minimum Gross Civic Open Space Area
Main Street Mixed Core	85%	10%	5%
Premier Auto Market Core	80%	60%	10%
Urban Commercial Center	50%	50%	10%
Mixed Use Center	40%	50%	15%
Commercial Town Center	40%	50%	20%
Mixed Use Conservation Edge	40%	40%	20%
Mixed Use R&D Commercial Edge	35%	60%	15%
Highway Rural Retail Edge	25%	50%	30%


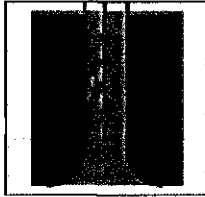
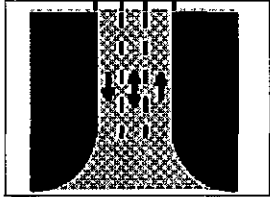
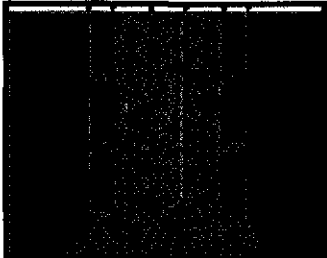
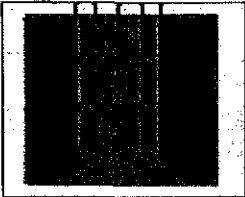
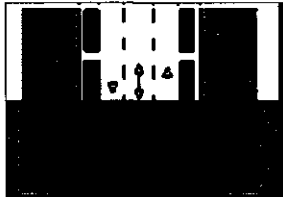
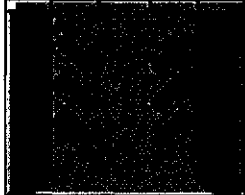
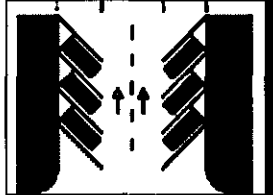
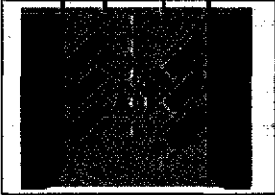
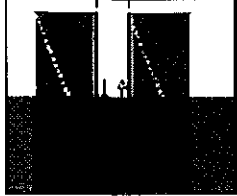
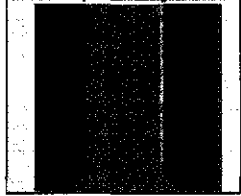
Table 4: Land Use Building and Parking Standards								
District	Minimum Building Front Setback	Minimum Parking Front Setback	Minimum Building and Parking Side and Rear Setback	Maximum Front Setback	Minimum Height	Maximum Height	Minimum On-site Parking Space per Square Foot	Maximum On-site Parking Space per Square Foot
Main Street Mixed Core	0 Feet	Not Applicable	0 Feet	10 Feet	20 Feet	50 Feet	Not Applicable	1 /500 SF
Premier Auto Market Core	0 Feet	5 Feet	0 Feet	45 Feet	20 Feet	45 Feet	Not Applicable	Not Applicable
Urban Commercial Center	0 Feet	20 Feet	0 Feet	20 Feet	15 Feet	35 Feet	1 /350 SF	1 /200 SF
Mixed Use Center	0 Feet	20 Feet	5 Feet	20 Feet	15 Feet	35 Feet	1/350 SF	1 /200 SF
Commercial Town Center	10 Feet	20 Feet	5 Feet	45 Feet	15 Feet	45 Feet	1/400 SF	1 /230 SF
Mixed Use Conservation Edge	Not Applicable	Not Applicable	5 Feet	25 Feet	15 Feet	35 Feet	1/400 SF	1 /230 SF
Mixed Use R&D Commercial Edge	100 Feet	100 Feet	15 Feet	Not Applicable	25 Feet	75 Feet	1/400 SF	1 /200 SF
Highway Rural Retail Edge	100 Feet	100 Feet	15 Feet	Not Applicable	15 Feet	35 Feet	1/400 SF	1 /200 SF

Table 5: Transect Land Development Regulations

	T1	T2	T3	T4	T5	T6	
	RURAL VISTA	PIKE TOWN	RURAL RESEARCH PARK	SUBURBAN FRINGE	URBAN COMMERCIAL CORRIDOR	URBAN OLD TOWN	
By Right	not applicable	not applicable	2 units/ ac. gross	5 units/ ac. gross	8 units/ ac. gross	12 units/ ac. gross	
Maximum	not applicable	not applicable	5 units/ ac. gross	12 units/ ac. gross	20 units/ ac. gross	44 units/ ac. gross	
HW	permitted	permitted	permitted	not permitted	not permitted	not permitted	
BV	not permitted	not permitted	permitted	permitted	permitted	permitted	
AV	not permitted	not permitted	permitted	permitted	permitted	permitted	
CS	not permitted	not permitted	not permitted	not permitted	permitted	permitted	
DR	not permitted	not permitted	permitted	permitted	permitted	permitted	
ST	not permitted	not permitted	permitted	permitted	permitted	not permitted	
RD	permitted	permitted	permitted	not permitted	not permitted	not permitted	
Rear Lane	permitted	permitted	permitted	permitted	not permitted	not permitted	
Rear Alley	not permitted	not permitted	permitted	required	required	required	
Path	permitted	permitted	permitted	permitted	not permitted	not permitted	
Passage	not permitted	not permitted	permitted	permitted	permitted	permitted	
Bicycle Trail	permitted	permitted	permitted	not permitted	not permitted	not permitted	
Bicycle Lane	permitted	permitted	permitted	permitted	not permitted	not permitted	
Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted	
Park	permitted	permitted	permitted	permitted	permitted	permitted	
Green	not permitted	not permitted	permitted	permitted	permitted	not permitted	
Square	not permitted	permitted	permitted	permitted	permitted	permitted	
Plaza	not permitted	not permitted	not permitted	not permitted	permitted	permitted	
Playground	permitted	permitted	permitted	permitted	permitted	permitted	
Lot Width	by Warrant	by Warrant	250 ft. min 1500 ft. max	50 ft. min 350 ft. max	20 ft. min 200 ft. max	18 ft. min 700 ft. max	
Building: Lot Coverage	by Warrant	25% - 50% max	50% max	40% max	50% max	90% max	
Building Size: SF as a percent of lot size	by Warrant	by Warrant	40% max	40% max	80% max	85% max	
Parking and Drive: Lot Coverage	by Warrant	by Warrant	60% max	50% max	50% max	60% max	
Green Space: Lot Coverage	by Warrant	by Warrant	25% min	20% min	10% min	5% min	
Front Setback (Principal)	not applicable	20ft. min NA ft.	50 ft. min (200 ft from National Road) NA ft. max	10 ft. min 45 ft. max	0 ft. min 20 ft. max	0 ft. min 10 ft. max	
Front Setback (Secondary)	not applicable	20 ft. min NA ft.	50 ft. min NA ft. max	10 ft. min 45 ft. max	0 ft. min 20 ft. max	0 ft. min 10 ft. max	
Side Setback	not applicable	15 ft. min	15 ft. min	5 ft. min	0 ft. min 27 ft. max	0 ft. min 10 ft. max	
Rear Setback	not applicable	15 ft. min	15 ft. min	5 ft. min	0 ft. min 27 ft. max	0 ft. min 10 ft. max	
Edgeyard	permitted	permitted	permitted	permitted	not permitted	not permitted	
Sidyard	not permitted	not permitted	not permitted	permitted	permitted	not permitted	
Rearyard	not permitted	not permitted	not permitted	permitted	permitted	permitted	
Courtyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted	
Principal Building	not applicable	2 Stories max	3 Stories max, 1 min	3 Stories max, 1 min	3 Stories max, 1 min	3 Stories max, 2 min	
Outbuilding	not applicable	2 Stories max	2 Stories max	2 Stories max	2 Stories max	not applicable	

Credit: Duany Plater-Zyberk & Co.

TABLE 6. VEHICULAR LANE & PARKING ASSEMBLIES: The following rows and columns identify thoroughfare types to be used in conjunction with table 7.

		1	2	3
a.	NO PARKING			
b.	PARKING ONE SIDE PARALLEL			
c.	PARKING BOTH SIDES PARALLEL			
d.	PARKING BOTH SIDES DIAGONAL			
e.	PARKING ACCESS			

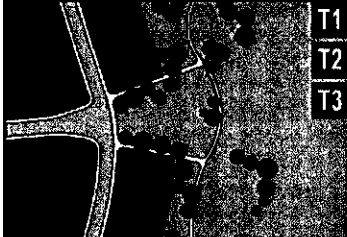
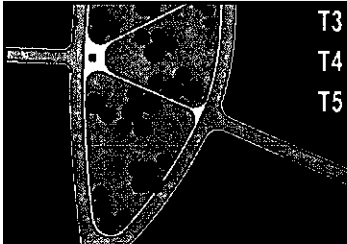
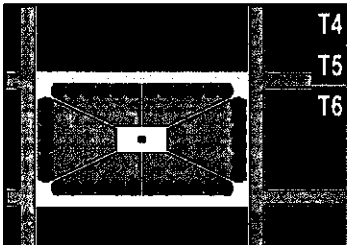
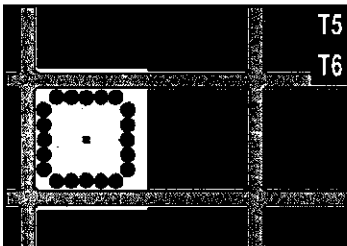
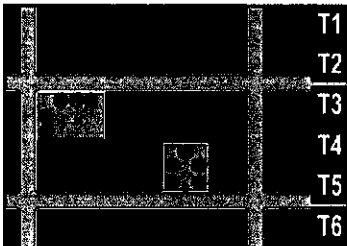
Credit: Duany Plater-Zyberk & Co.

Table 7: Recommended Internal Project Roadway Types: The following table is to be used in conjunction with table 6 to determine thoroughfares types that are designed in context with land use and the transect zones through which they pass.

Development Land Use Type	Use Service Type	Dedicated Public Right of Way Vs. Private Drive	T1	T2	T3	T4	T5	T6
Main Street Mixed Core	Mixed	Public						C.1
Main Street Mixed Core	Mixed	Private Drive						A.2 or C.1
Premier Auto Market Core	Auto-Oriented	Public						C.1
Premier Auto Market Core	Auto-Oriented	Private Drive						A.2 or C.1
Urban Commercial Center	Auto-Oriented	Public					C.1	
Urban Commercial Center	Auto-Oriented	Private Drive					A.2 or C.1	
Mixed Use Center	Mixed	Public					C.1	
Mixed Use Center	Mixed	Private Drive					A.2 or C.1	
Commercial Town Center	Mixed Commercial	Public				C.1 or C.2		
Commercial Town Center	Mixed Commercial	Private Drive				D.1 or D.2 or D.3 or A.1		
Mixed Use Conservation Edge	Mixed Commercial	Public			C.1 or C.2	C.1 or C.2 or		
Mixed Use Conservation Edge	Green Space	Public			C.1	C.1		
Mixed Use Conservation Edge	Residential	Public			C.1 or B.1	C.1 or B.1		
Mixed Use Conservation Edge	Mixed Commercial	Private			C.1 or D.3 or A.1 or A.2	C.1 or D.3 or A.1 or A.2		
Mixed Use Conservation Edge	Green Space	Private			C.1 or D.3 or A.2	C.1 or D.3 or A.2		
Mixed Use Conservation Edge	Residential	Private			C.1 or A.2	C.1 or A.2		
Mixed Use R&D Commercial Edge	R&D	Public			A.2 or A.3			
Mixed Use R&D Commercial Edge	R&D	Private			A.2 or A.3 or C.1			
Highway Rural Retail Edge	Mixed Commercial	Private		A.1 or A.2				
Green Space	Green Space/Residential	Private	A.1 or A.2					

Table 8: Sound Standards: Sound levels measured at the building frontage line shall not exceed maximum decibels from sunrise to midnight and maximum decibels from midnight to sunrise.						
	T1	T2	T3	T4	T5	T6
maximum decibels from sunrise to midnight	65 db	65 db	65 db	70 db	70 db	80 db
maximum decibels from midnight to sunrise	55 db	55 db	55 db	60 db	60 db	60 db

TABLE 9: Civic Space. The intended types of civic space are diagrammed and described in this table. The diagrams are only illustrative; specific designs would be prepared in accordance to the verbal descriptions on this table

<p>Park: a natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of pedestrian walkways and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 8 acres.</p>	
<p>Square: an open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of pedestrian walkways, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.</p>	
<p>Green: an open space available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.</p>	
<p>Plaza: an open space available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be 1/2 acre and the maximum shall be 2 acres.</p>	
<p>Playground: an open space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>	

Credit: Duany Plater-Zyberk & Co.

TABLE 10: Building Disposition. This table approximates the location of the building relative to the boundaries of each individual lot. Each of these very general types is intrinsically more or less urban, depending on the extent that it completes the frontage. Credit: Duany Plater-Zyberk & Co.

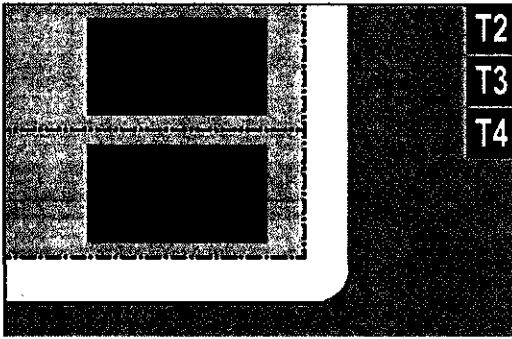
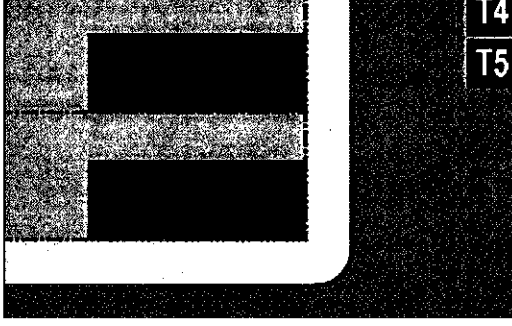

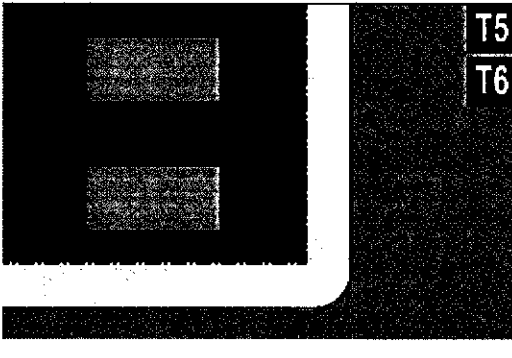
<p>Edgeyard: specific types - single family house, cottage, villa, estate house, urban villa. A building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and/ or outbuilding.</p>	 <div data-bbox="1209 382 1253 529"> T2 T3 T4 </div>
<p>Sidyard: specific types - Charleston single house, double house, zero-lot-line house, and twin. A building that occupies one side of the lot with the setback to the other side. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a sidyard house abuts a neighboring sidyard house, the type is known as a twin or double house. Energy costs and sometimes noise are reduced by sharing a party wall in this disposition.</p>	 <div data-bbox="1209 735 1253 829"> T4 T5 </div>
<p>Rearyard: specific types - townhouse, rowhouse, live-work unit, loft building, apartment house, mixed use block, flex building, perimeter block. A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous façade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.</p>	 <div data-bbox="1209 1081 1253 1228"> T4 T5 T6 </div>
<p>Courtyard: specific types - patio house. A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>	 <div data-bbox="1209 1507 1253 1602"> T5 T6 </div>

TABLE 11: Definitions Illustrated. This table provides a number of diagrams to support and clarify the Definitions Credit: Duany Plater-Zyberk & Co.

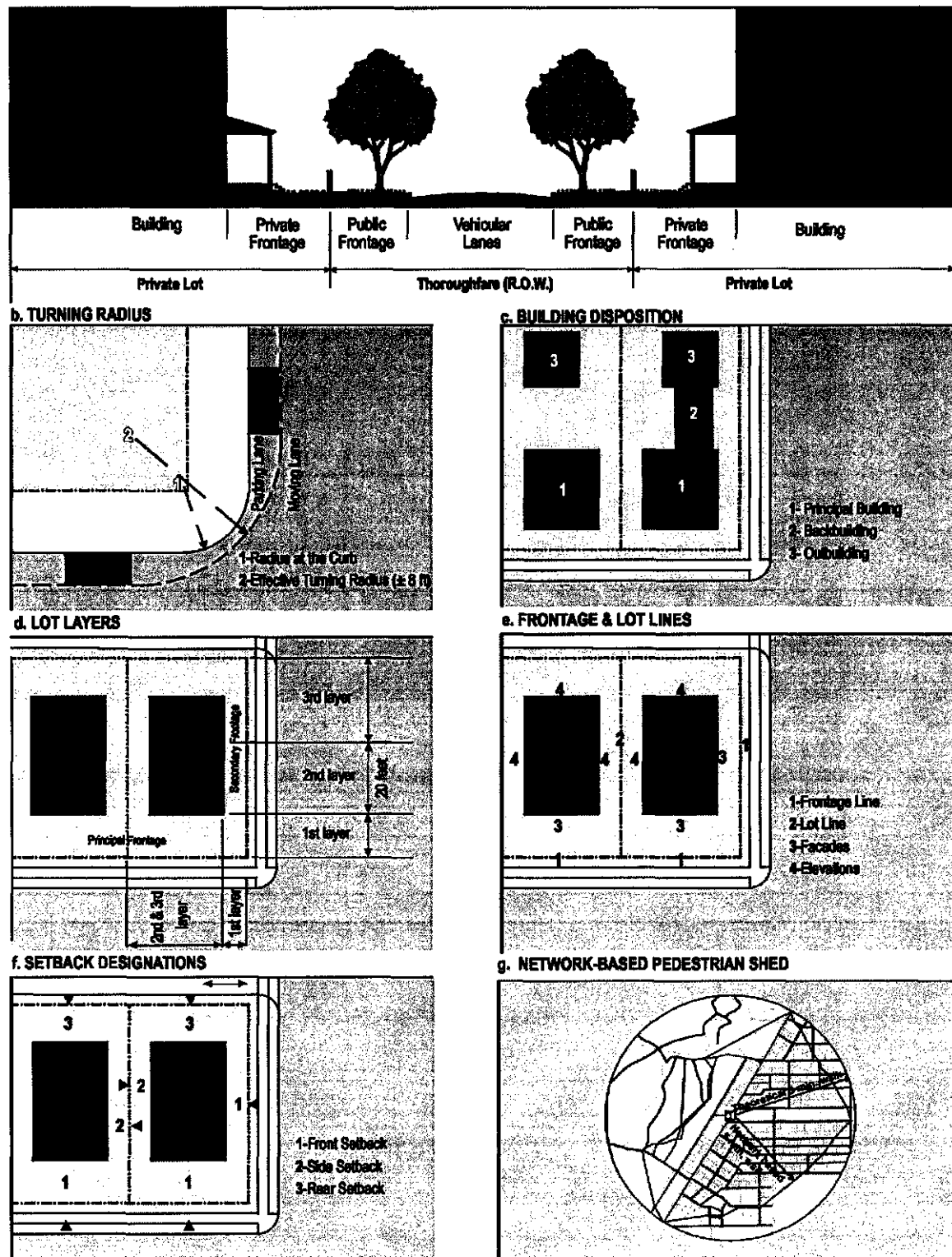
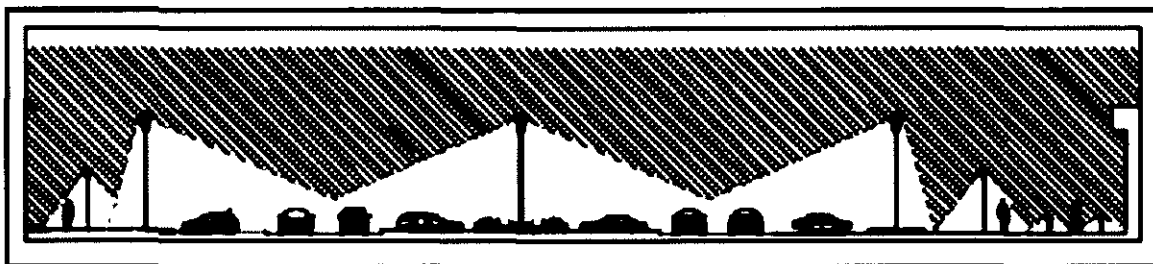
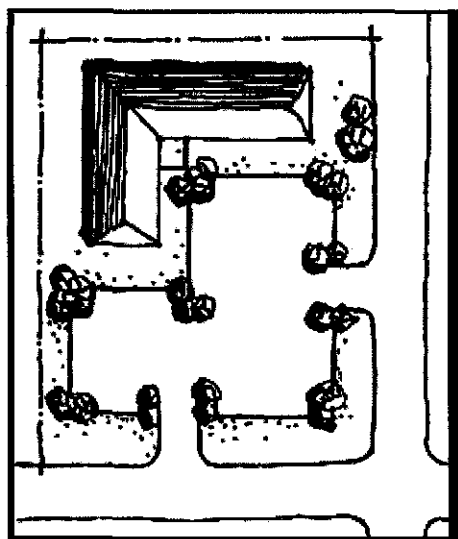


Table 12: LIGHTING STANDARDS: No lighting level measured at the property line shall exceed the following foot-candles (fc.)					
T1	T2	T3	T4	T5	T6
0.5 fc	0.5 fc	0.5 fc	1.0 fc	2.0 fc.	5.0 fc

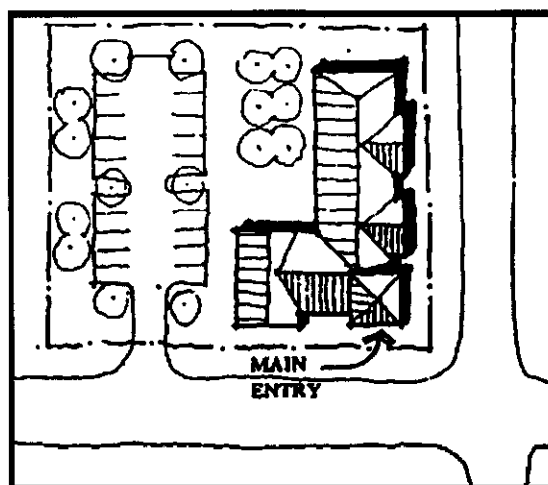
Graphic 1: Cut-off light fixtures Credit: MSI



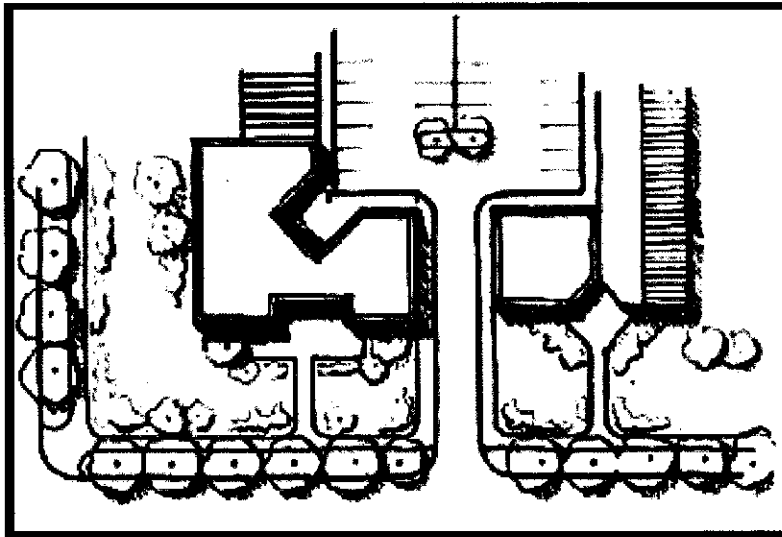
Graphic 2: Prohibited rear yard building configuration



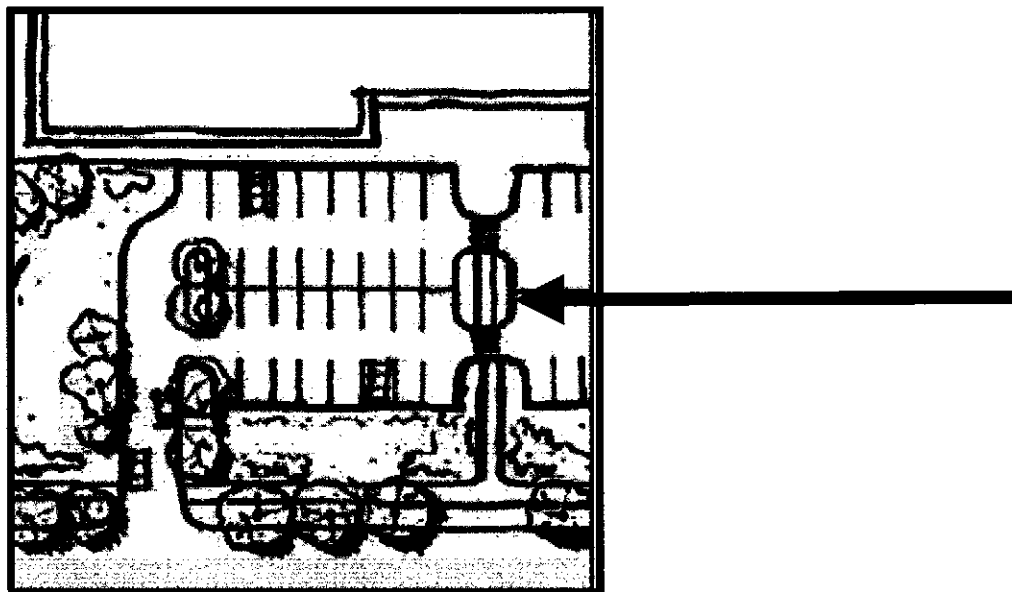
Graphic 3: Required front yard building configuration



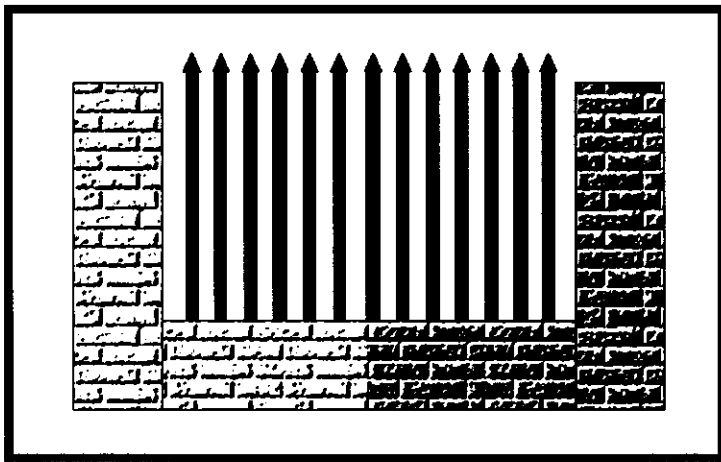
Graphic 4: Pedestrian access and shared vehicular access driveway.



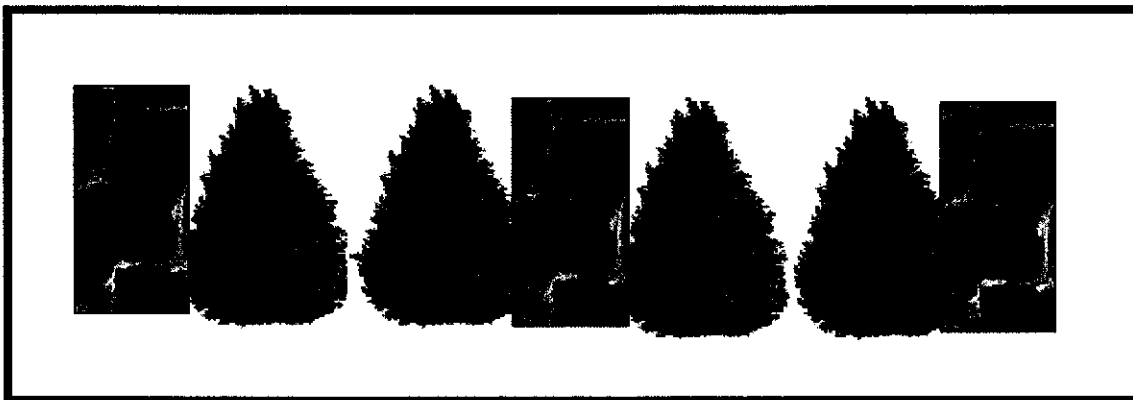
Graphic 5: Walkway connecting the sidewalk and parking lot with the building.

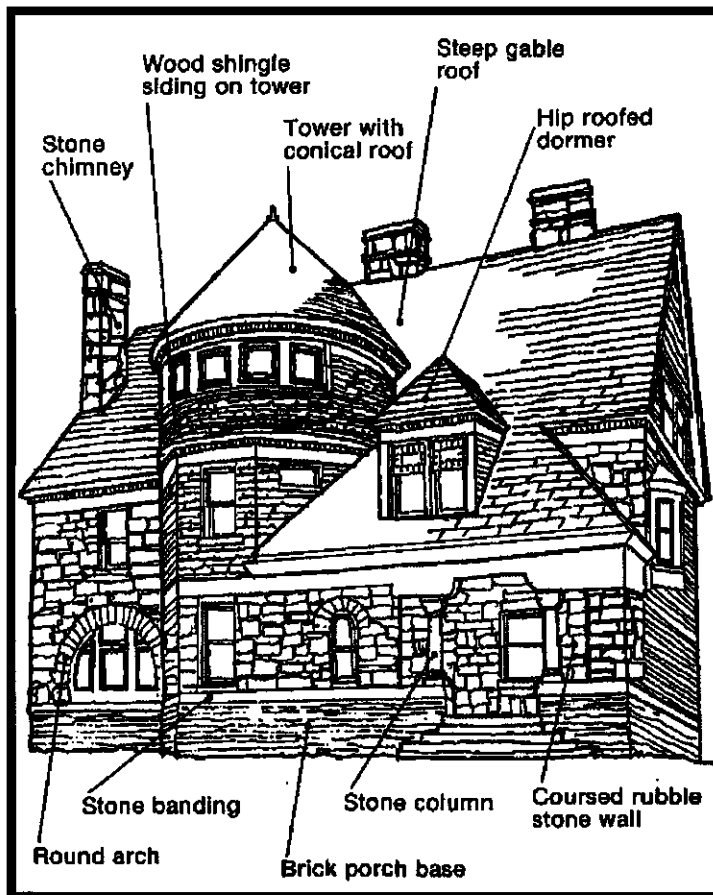


Graphic 6: Urban Screening

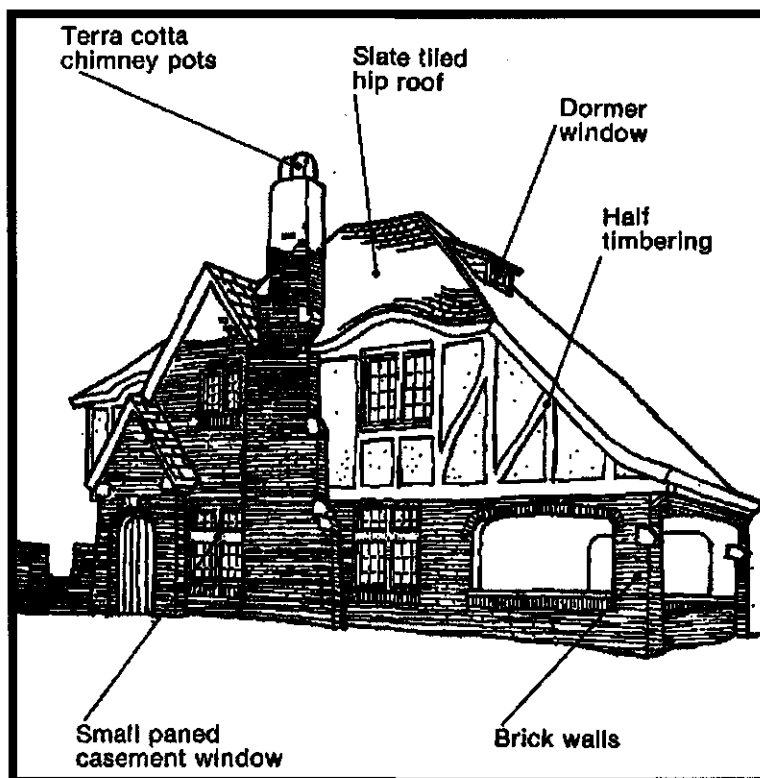


Graphic 7: Stone and Hedge Screening



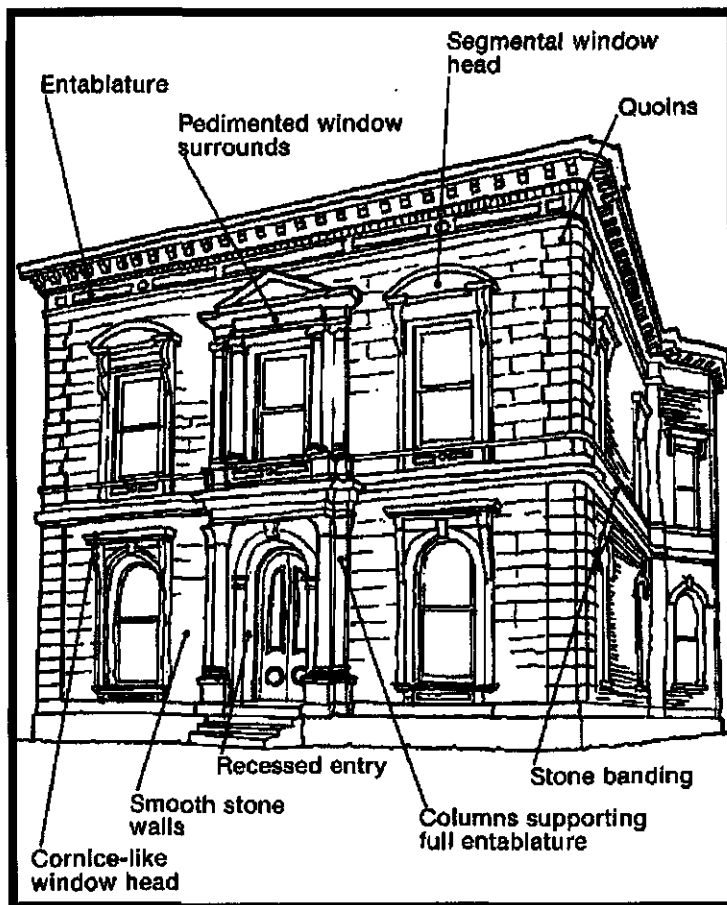
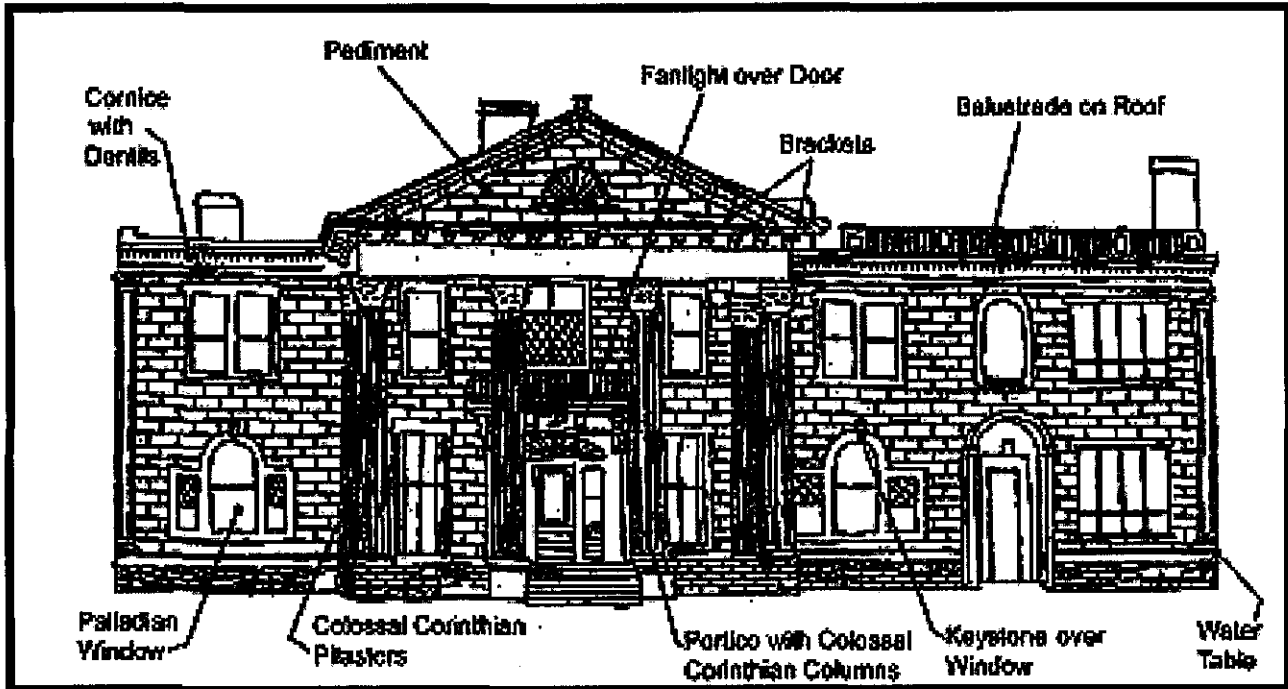


Graphic 8:
Vernacular Style:
Richardsonian Romanesque



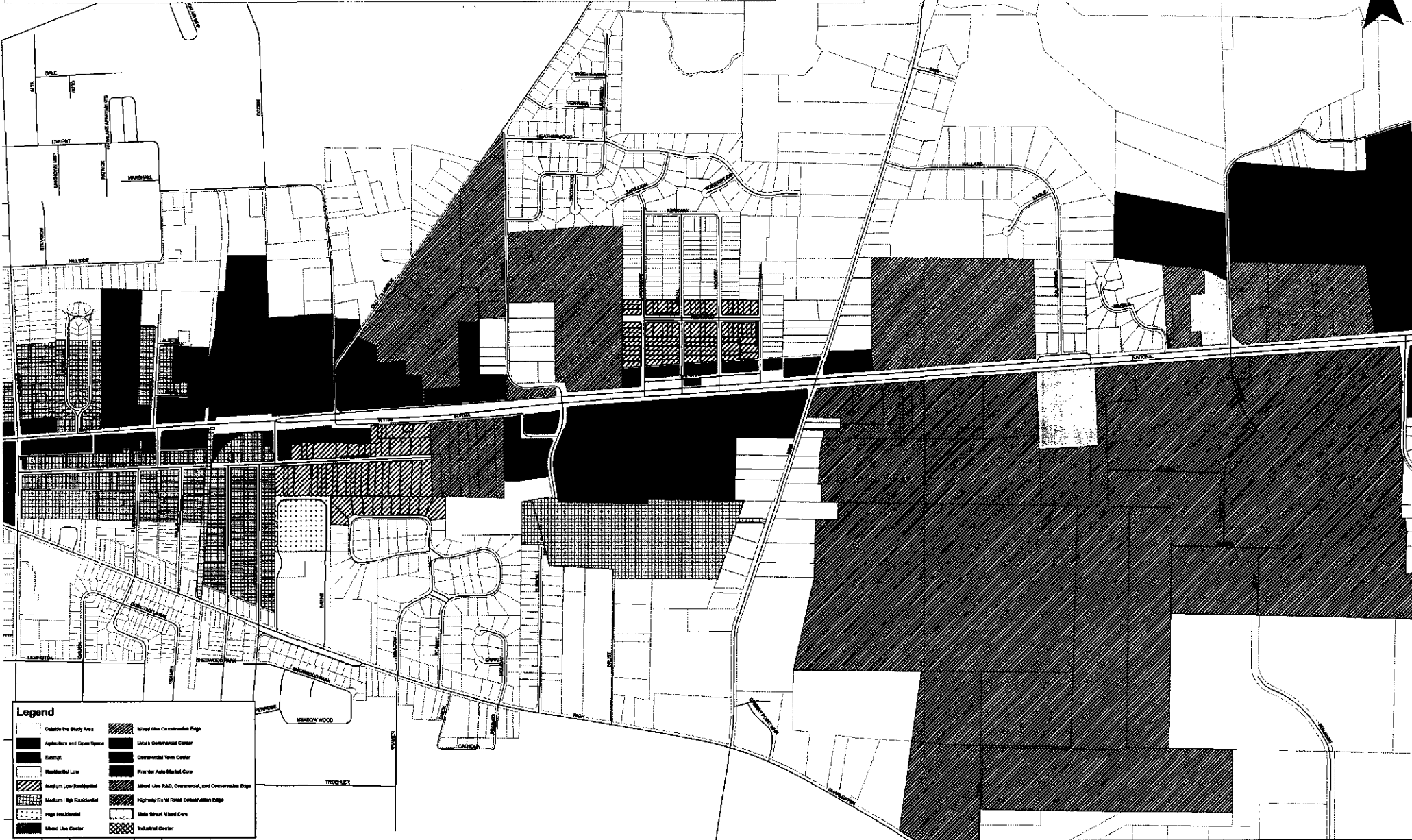
Graphic 9:
Vernacular Style:
Tudor Revival

Graphic 10:
Vernacular Style:
Neoclassical Revival



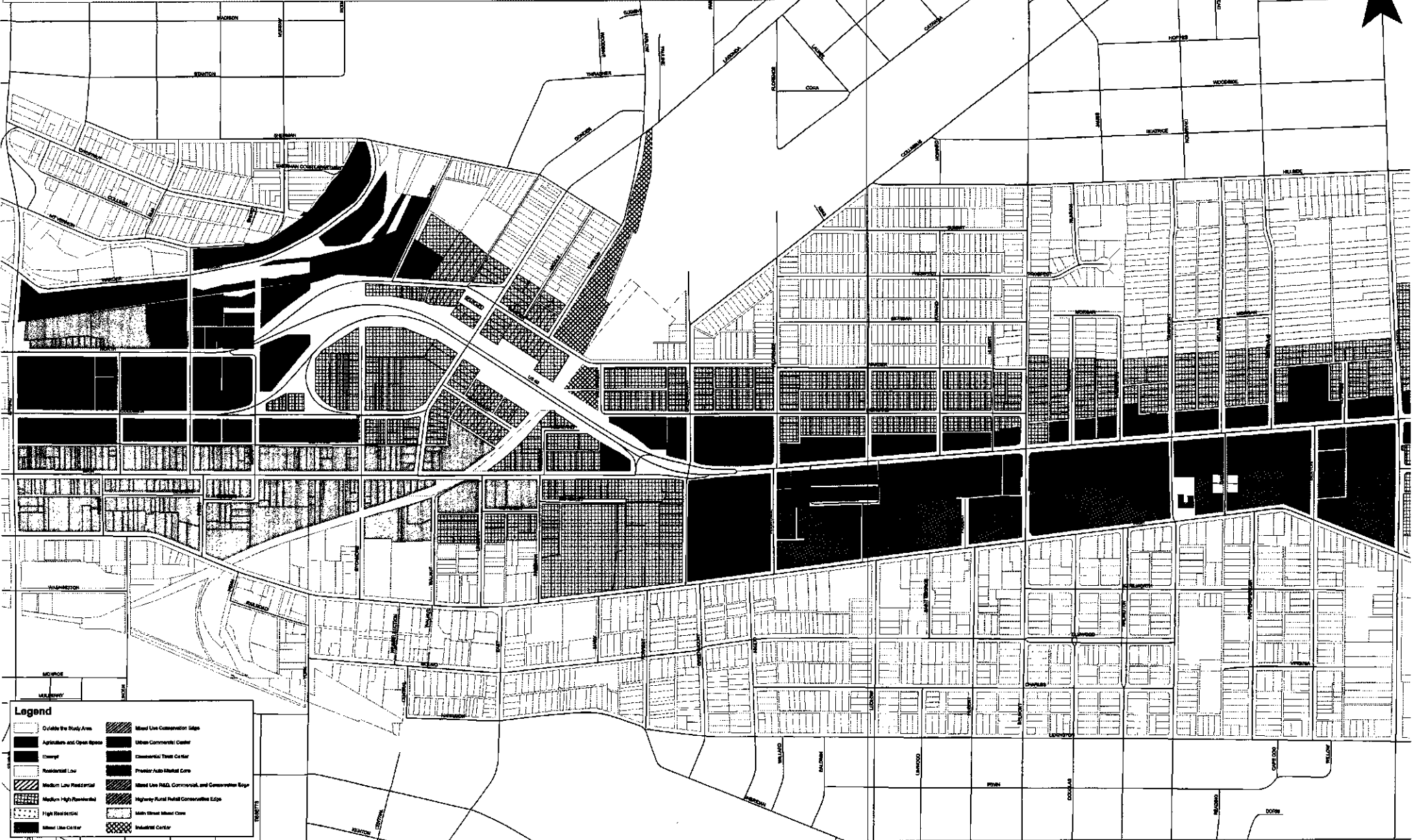
Graphic 11:
Vernacular Style:
Renaissance Revival

N



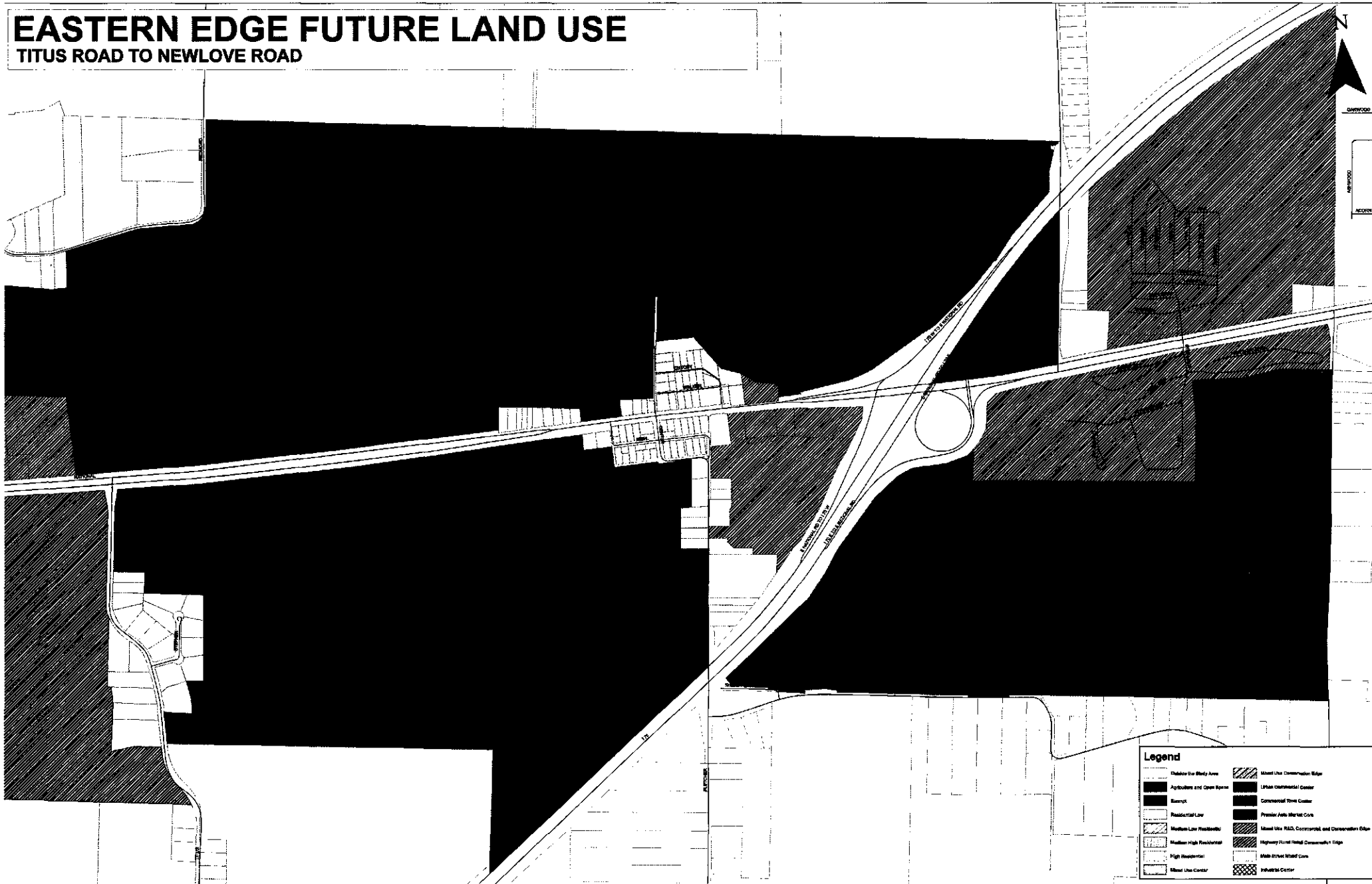
EASTERN EDGE FUTURE LAND USE

SPRING STREET TO BURNETT ROAD



EASTERN EDGE FUTURE LAND USE

TITUS ROAD TO NEWLOVE ROAD



Ohio

Power Siting Board

①

Ohio Power Siting Board Public Hearing

Case No: 11-4884-EL-BTX & 11-4885-EL-BSB

Please sign-in only if you wish to provide testimony.

Meeting Date: January 8, 2013

Name (Please Print)

Address

SAM WARWAR

33 W. 15th St. DAYTON, OH 45402

✓

Tom Cecil

990 BETTY Wilson Rd. London 43140

✓

JOE BRACKETT

1301 S.R. 38 SE, LONDON, OH 43140

✓

SHARON BRACKETT

1301 S.R. 38 SE, London, Ohio 43140

✓

~~GARY MORRIS~~

~~JOHN PENDLETON~~

861 S. R. 38 London, O.

✓

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✓

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